

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS," A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 315.] LONDON, MONDAY, JUNE 7, 1869.

[Price 9d., with Sup. 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.]

Latest Advices.

Ports.	From London.	Arrived out.	HOMEWARD. Received this day.
JAPAN—Yokohama	Feb. 12	April 5	April 13
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	—	—	April 13
Kiu-kiang			
Chin-kiang			
Shanghai	Feb. 26	April 13	April 16
Ningpo			
Foochow	—	—	April 17
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Feb. 26	April 8	April 23
Canton			
Macao			
PHILIPPINES—			
Manila	—	—	April 12
COCHIN-CHINA—			
Salgon			
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA—Batavia	—	—	April 26
MALACCA STRAITS—			
Singapore	March 26	April 29	May 1
Penang			

THE MAILS, &c.

The French mail, with Hong Kong advices to April 22nd, which was not due at Marseilles (according to the Company's time table) until Friday last, June 4, reached London on that day. As it brought only two days' later news, and that of no importance, we deemed it advisable to reserve the present issue until to-day, and are now enabled to print some very interesting matter which would not have been ready for publication on Friday.

The next homeward mail is that with Hong Kong dates to April 29, due here this day week. Telegrams have been received, via Galle, in advance of the mail leaving Hong Kong May 12; and via Kiachia telegrams from Shanghai to May 19 came in yesterday.

List of Passengers.

PASSENGERS INWARD.

Per Messageries Impériales steamer *Morris*, arrived at Marseilles June 2.—From Yokohama: M. de la Pagerie and servant. From Shanghai: Messrs. De Queredo, Détape, Agostins, Casse, Lanfranchi. From Hong Kong: Messrs. De Agullar, Acirio, Leyte, Codorella, Alvarez, Estrado, De Fuensolida, Mas, Groblen, Sinclair, and eight Spanish soldiers. From Saigon: Messrs. Francfort, Thornton, Engler, Midle, Hang, and four religieuses. From Batavia: Messrs. Le Cour, Von Derenter, Polkyn, Meadames Woolff, Blanket, Bolle, Grendorf, Mr. and Mrs. Le Bauer, Mr. and Mrs. Anderson, Mr. and Mrs. De Mossan. From Singapore: Ten Spanish soldiers. From Galle: Messrs. Thompson, Patter.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nyansa*, from Southampton, May 29.—To Yokohama: Mrs. Mitchell, Mr. B. H. Pratt. To Shanghai: Mr. and Mrs. D. D. Ingila, child, and servant, Mrs. Cammidge. To Penang: One second-class passenger. To Ceylon: Mr. J. H. Campbell, Mr. and Mrs. R. W. Jenkins, Mr. H. C. Bury, Mr. T. Cole, and two second-class passengers.

Per P. and O. steamer *Delta*, from Marseilles, June 6.—To Yokohama: Mr. Andrews. To Hong Kong: Mr. Brodie. To Ceylon: Mr. H. T. Irving, Rev. H. L. Mitchell. Per P. and O. steamer *Tanjore*, from Southampton, June 12.—To Hong Kong: Mr. W. S. MacLend. To Singapore: Mr. R. R. Purvis. To Ceylon: Mr. Ralph Tatham, Mr. W. G. Kortwright, Lieut. Baldwin.

Per P. and O. steamer *Pera*, from Marseilles, June 20.—To Hong Kong: Mr. and Mrs. P. Karberg, Mr. C. S. Craig. To Batavia: Mr. Otto Sielcken.

Per P. and O. steamer from Suez, June 27.—To Hong Kong: Mr. A. F. Walcott, Mr. S. P. Walcott.

Per P. and O. steamer *Ripon*, from Southampton, June 26.—To Singapore: Mr. J. D. Vaughan. To Penang: Mr. and Mrs. Thompson and child.

Summary of News from the Far East.

CHINA.

TIENTSIN.

(FROM A CORRESPONDENT.)

TIENTSIN, March 15, 1869.

We were much surprised to read in the *L. and C. Express* of the 15th January that Lord Clarendon had agreed with Mr. Burlingame that when any differences arise, before war shall ensue, they shall be referred to the Home Government for consideration. Surely this must be a hoax. No Minister with the slightest knowledge of Chinese character, as at present constituted, would ever agree to such a thing. The *Standard* and Mr. H. N. Lay show plainly and truly what would be the effect of so acting. If Lord Clarendon has so far forgotten himself, would it not be advisable to carry the Civil Service examinations a little further, and make it imperative on all Secretaries, whether Indian, Colonial, or Foreign, to have a full knowledge of the people and countries they are called on to have dealings with?

No one here that I have met with has the slightest belief that the Burlingame mission will do anything towards the opening up of China; the belief is entirely the other way, that the mission will do all they can—being well paid for it—to prevent the opening up of the country. The Chinese, if left to themselves, never will do anything, and this, to any resident in China, is so plain that he who runs may read. If the Chinese wish to be placed on the footing of European nations, and have reference made home in any case of dispute, let them act like European nations, and allow telegraphs and railroads to be spread all over the Empire, and from that to Foreign countries, so that the Consuls can communicate with the Ministers, and the Ministers with the Home Government; then it is possible that at times small wars might be avoided; but their reason for asking this reference to Europe or America is from a mere desire to put things off, and, if necessary, to make preparations for eventualities. And so will it ever be with them if they are granted this concession of delay; and not compelled to make progress in return for it. No Foreign nation has the real good of the Chinese at heart, unless that nation insists on the Chinese advancing in the paths of scientific progress. That they have no such intention themselves is shown daily. Witness the answers given by the Tsong-li Yamun to the British Minister, when he asked them to make a road to the coal mines. The reply was that the construction of the road would injure the Feng-shui. Could any answer be more childish or unlike a nation anxious to go forward in the paths of progress? In favour of the Chinese, it is said they have had translated Wheaton's "International Law," but what use do they make of it? They use it when they can find anything in it which favours their cause, but they totally ignore it when it goes against them. The college at Peking shows also in their favour; but some folks there say the college is already on its last legs—and no wonder, if the following case is correctly reported. Some Chinese in authority over the college sent for the scholars of the French class to examine them, and knowing nothing of French themselves, dismissed from the class about one-half the scholars—the scholars who had really the best knowledge of the French language.

The Chinese Government are really at work, however, and it is well to look at the nature of their work. Is their progress in work in the paths of peace? Is it in the furtherance of commerce? No! Is it in the protection afforded to missionaries? No! Is it in making roads or canals, or anything to ameliorate the condition of their own subjects? No! What is it, then? It is in the erection of arsenals, the making of cannon, muskets, the manufacturing of gunpowder, and warlike stores and implements; in fact, in carrying out Tseng-kwo-fan's programme, as given in his private letter of advice, namely, to make these things

themselves, and be independent of Foreigners, and in time to be in a position to drive them out of China, or at least confine them to the seaboard! Such is the progress the Chinese are making, and that alone—unless when compelled to do otherwise; all else is decay. If this can be called a progress, then they are fast progressing. Can any true friend of China say it is the progress he would like to see made here!

The insults and worse than insults in some places offered to our missionaries at Yangchow, Tungchow, Chefoo, Formosa, Foochow, and Swatow, you are already aware of, but may not yet have heard of the last and worst case, an account of which has only just reached Peking. The account, as I got it from good authority, is that a French priest in Szechuen had been brutally murdered and cut in pieces; another French priest was wounded, but escaped; about two hundred native converts killed. One of the converts who escaped, and afterwards joined the French priest who was wounded and escaped, told the latter that after he (the French priest) left about three hundred more native converts were killed. A mandarin, who was hostile to the priests and converts, in conjunction with the literati, is believed to have been at the bottom of this affair, and is said to have spent a large sum of money to get it accomplished. Another—and what—a commentary on Mr. Burlingame's account of the Chinese welcoming the missionaries to plant the shining cross on every hill! Tseng-kwo-fan showed plainly at Nanking that he would grant no compensation for the Yangchow affair until compelled to do so. When the *Rinaldo* was there he promised everything; when she left nothing was done until the affair was placed in the Admiral's hands—and only then compensation was made. So will it ever be with the Chinese until their characters are changed for the better; but with them whose chief glory it is to try and throw dust in our eyes, by any or every means, however low or mean those means may be, what can you expect?

Our missionaries are trying their best to enlighten the Chinese; but with what success you see from the above cases. They may not in all cases be the most suitable for such works; they are like their neighbours, of different minds and temperaments. The societies at home at all times do not appear to have much choice in whom they will send; but the best missionaries will do little good in the interior of the country, I fear, until we get railways; the people require to see more of Foreigners and of each other—they know little or nothing about us; and the mandarins, possibly knowing as little, seem, while having a dread of us, to have a hatred of us also. Why is this? Wherever we travel in the country we are most kindly received and treated by the country people. Such has always been the case with myself, and other travellers say the same; it is only when we come in contact with the mandarins or those about them that travellers experience any molestation or trouble. The mandarins know nothing of us personally; do they take the cue from the Imperial Government, or have they an innate feeling that we are likely to supplant them, or at least to expose their illegal exactions?

Some foreigners in Chinese Government employ, who have access to the mandarins, and are often brought in contact with them, tell me it is very evident to them that the mandarins as a class would gladly see us all out of the country; and that we are only tolerated here. And this is no doubt the feeling of the Imperial Government towards us; they cannot now well drive us out, but they are trying their best, by every means in their power, to keep us back; the Imperial Government, being Manchus, are, so to say, strangers in the land, like ourselves, and what they did in conquering the country, they possibly think some other foreign nation may do also; the great body of the people have little nationality, and care little who rules so long as they have peace and plenty, and no doubt the Government are well aware of this. Had England and France not interfered with the Taipings, they would have been masters here now. And were a good man to arise now, anxious to benefit his countrymen and possessed of the knowledge how to do it, there would be little doubt of his succeeding; and were the people well treated, no country could be so easily governed as China. I cannot think that this dynasty will last long; it is rotten to the core. Burlingame's plans, if carried out as he would have them, would hasten this catastrophe; he may do the country good in this way, but certainly he will do China no good otherwise, in the way he proposes. China, in my opinion, is not to be opened gradually; China will be opened at a bound, at once, like the emancipation of the slaves in America and West Indies. Like the revolution in Spain, or something of a like nature, but whether caused by war with foreigners, or by war amongst themselves is difficult to foresee.

Mr. Charles Wentworth Dilke may be right in saying that the words of the Chinese translation in his letter which you print in italics are a forgery. Nevertheless they are now looked on and acted on by the Tsong-li-yamun as part and parcel of the treaty. The high provincial authority here, H.E. Chung How, superintendent of the three Northern ports, looks on the words and acts on them in the same light. The following case will show this. Some eighteen months ago native Christians in Shantung, connected with a mission having their head-quarters at Tientsin, were molested by some of their neighbours on account of their Christianity, and were by the local mandarin refused protection, on the plea that they were Christians and not under his jurisdiction. The missionaries brought the case before the Consul here, Mr. James Mongan, and he laid it before H.E. Chung How; the latter

took it up, and sent Mr. Mongan a draft proclamation quoting the Roman Catholic or French article in the treaty as being the strongest worded, but the Consul preferred the English treaty, Article 8, as being quite strong enough, and also because he did not wish the missionaries to be thought Roman Catholic. The proclamation was sent to the district, and there has been no more trouble or molestation to the native Christians since then. His Excellency Sir R. Alcock was informed of the affair after it was all settled, but only then, I believe.

This case, I think, proves plainly that the Chinese look upon the article, however obtained, as part of the treaty, and binding upon them; therefore the missionaries have a perfect right to be in all these places, so long as they behave themselves. Mr. Dilke would have been a much better authority on Chinese matters had he come and seen the country and people for himself. He may have then seen things in another light, like some of Mr. Burlingame's friends who had heard him at San Francisco, and have since visited China, and found the Chinese of real life very different indeed from the Chinese portrayed with such glowing language by Mr. Burlingame. I hope Mr. Dilke is wrong in saying that Sir R. Alcock has withdrawn the claim of right of residence, if so, we may suppose he has also withdrawn the claim, if ever made, to have the mines opened, and railways made, or anything else which would necessitate a residence in the interior.

I was somewhat surprised to read in the *L. & C. Express* that Mr. J. McL. Brown, Secretary to the Chinese Mission, stated at a meeting of one of your societies that he did not think that we should get railways about Peking or China for years to come (I have not the paper by me containing his words), on account of there being cemeteries all round Peking, and the opposition on that account of the mandarins; he might have said with equal truth that if the mandarins have their way we shall never get railways. From what I have seen of these cemeteries all round Peking I have no doubt but an engineer could lay a line of rail down in the thickest part of them, and go no nearer any of them than the existing roads do to some of them. And as for the Feng-shui it may be met and laid as easily there as elsewhere when it suits the Chinese Government to do so; the lower classes of Chinese readily sell their ground about Tientsin, although covered with graves; they try generally to get a higher price for it on that account, saying that if the ground is built on at any time they would previously have to remove the coffins; but they always abate their demand, and accept the usual price of land. On one occasion a house was to be built on some land having graves on it; the late owner was asked to come and remove the coffins as he agreed on; but although he was sent for several times he never came. Where was the Feng-shui here?

On my telling two missionaries here lately that this Government would not allow a road to be made to their coal mines because it would obstruct the Feng-shui, they only laughed at it. On my asking one of them what Feng-shui was, he said it was something he had heard of but knew nothing about. On my asking the second one the same question, he replied, "Feng-shui is something said to exist in rich men's villages. Now, our village (Chaoting) is a poor one—a very poor one—and therefore there can be no Feng Shui there." The upper classes may have Feng-shui, and use it when it suits them, as the Government do; but they also, when it suits their purpose, have no difficulty in overcoming the Feng Shui. Witness an arsenal, built within the walls of the Treaty Temple of Tientsin for the manufacture of cannon, gun carriages, &c., with steam engine, and a lofty chimney, showing by the smoke issuing from it that the work is being carried on, and by the sound of a steam whistle, instead of a bell, the men are called to labour and to leave it. Witness also the new powder manufactory at Tientsin, which is to be called the "Imperial Arsenal." When the ground for it was laid out, the priests or parties who pretended to a knowledge of Feng-shui were present, but the English gentleman who is in charge of the works, by giving a foot or two here was able to gain a foot or two there, and so was able to get what he wanted without much difficulty. So would it be in every case when it suits the Government to overcome Feng-shui, which is but a myth, so far certainly as any Foreigner knows anything about it. If there is really anything in it, let it be stated distinctly what it is, and how it acts, then one may be able to argue with them about it, but one cannot argue with or expect to command another, neither knowing anything about it.

The Chinese Government, I firmly believe, do not like us, not that we are doing or have done anything that they should dislike us for, but because they cannot understand our energy and restlessness, and constant moving to and fro. Leave us alone would be their policy, and to all our demands, reply, like the poor Pope, "Non possumus." As it has been and will yet be with the Pope, so will it also be with the present dynasty of China, unless they move forward with the age in which they live.

The Chinese Government, even if they grant the concession of roads and railways, will no doubt be anxious that they be made only in some of the Southern provinces in the first place, although there is no place so well adapted for them as the plain of Pechile, and no place where they would pay better than a line from the coal mines forty miles west of Peking to Peking, Foochow, Tientsin, and Taku, between which places the traffic is immense. Here also the Imperial authorities could judge of their working for themselves, instead of leaving it to some Governor of a province to report upon it—having had previous instructions to

report against it, and to put what obstacles in the way of it that he can; but I fear the Imperial authorities do not wish to hear the sound of the railway whistle in Peking yet. The Chinese Government well know that if liberty to work the mines is granted, railways must follow; the first is of little use without the second; they must go hand in hand. They also know, as we are beginning to know, that the whole of the southern range of mountains—and possibly others also—through Manchuria, Mongolia, Chihli, and Shansi, contain vast mineral resources of many kinds—gold, silver, iron, copper, lead, and no doubt many others. While coal is found in the greatest abundance all over the north of China, and in some places, like Chaiting and neighbourhood, steam coal, both bituminous and anthracite, of the very best quality, besides the common anthracite used for house purposes by the Chinese, a few miles of rail could connect the main rail about Peking and give the Pekingese their coals at one-third or one-fourth the price they now pay for them. Coals costing at the mines, forty miles in a straight line from Peking, 1 dol., or 4s. per ton, were selling at Peking during a part of last winter at 7 mace, or 1 dollar per picul, there being 16 piculs and 80-109 catties to the ton. A ton cost in Peking no less than £3 11s. 4d. Could a greater case be needed to show the want of a railroad from the mines to Peking? The working of these mines and transport by railroad would prove an inestimable benefit to the country. Foreigners at first would reap a share of these benefits, but in no long time the natives might have it all in their own hands. Our friends in England and China who have such a stake in the China trade seem very apathetic in some things nearly concerning their interests. For instance, they have done nothing, so far as I know, in endeavouring to find out the mineral resources of China. The P. and O. Company might surely of themselves have taken this trouble, but it seems to have been left to a gentleman sent here by the merchants and others in San Francisco, who, at their expense and under the instructions of the U. S. Minister at Peking, to report on the coalfields in the North of China; he is now at work, has been up the Yangtze, and is now, I believe, at Formosa, and will, no doubt, in time pay us a visit here.

On the Yangtze, I believe, he reports there are no available fields of good coal close to the river, so far as he had travelled. Shantung may produce good steam coal. The Chaiting mines, forty miles west of Peking, are producing the best steam coal; the want of a road, and want of water in the river, alone prevents them being got down in large quantities. With a railroad from the mines to Tungchow, and river dredged from that to Tientsin, or railroad to Tientsin or Taku, and mines worked by machinery, 100,000 or 120,000 tons a-year might be exported and laid down at most ports in China, at prices which neither the English nor Australian coal could compete with; while as to quality, some of the engineers who have tried it give it the preference over both. If our friends in England are afraid of their coalfields being exhausted, had they not better assist us in getting our mines into working order, so that we may help to save their coals? The great coalfields here may still be said to be untouched, as the Chinese have no machinery, and the mines are, consequently, of little depth, the miners being always obliged to stop when the water becomes too great for their buckets, or the expense is greater than the cost of the coals. If our Transatlantic cousins on the Pacific side have taken the initiative in exploring the coalfields here, would it not be well that our English friends connected with China or some of the learned societies should follow suit, and send some learned geologist and mineralogist to survey the northern part of China? I feel sure, from what I have seen of the country, that they would be amply repaid for their trouble and expense in the knowledge they would gain of this very interesting part of China, which may be said to be, especially in minerals, the richest part of it.

March 24.—Rumour a few days since had it that Tseng-kwo-fan was coming here from Powning-foo to drive all the Foreigners out of Tientsin—that at his late interview with the Emperor he had asked and obtained permission to do so. To-day several of his people are reported to have been seen in the city, and the report now is that he is coming to drive the French Consul and priests out of their present residence, which is said to be Imperial property, and that the French acting Consul refuses to quit it. There has been some communication passing about this residence, but I imagine his visit—if he makes one—is one of inspection, Tientsin being the most important place in his province.

Our winter, just past, has been a very mild one, except the first few days, which were cold and stormy. The river was navigable from Tientsin to the sea on the 11th February. Chinese New Year's Day much earlier than usual. While at Newchwang, which generally opens about a fortnight after Tientsin, the first steamer could not enter until the 15th March, the ice about the settlement at Newchwang breaking up on the 18th, laden carts crossing over it the day previous. At Tientsin our first steamer of the season arrived on the 25th February. Our postal arrangements were very defective during the winter, hardly a newspaper being received all winter, and in the spring we have all the winter's supply, and are unable to read them all.

Preparations are reported to be making in Peking for the reception of H.R.H. the Duke of Edinburgh.

This day, March 24, is the first rainy day of the season; it has been raining all day. We had a slight shower on the night of the 16-17th. The steamer now here may not save the mail, on account

of the rain. She has also been in collision with a North German vessel, and the latter will have to be surveyed. We had lately here some six steam and twelve sailing vessels; ten sailing vessels were North German, one Swede, one English.

I enclose you herewith a comparative table, showing the principal articles of the import trade at Tientsin in 1867-68, with memorandum of direct imports from Great Britain, 1868, from Customs returns. You will see our imports of grey cotton goods last year amounted to no less than 2,045,876 pieces, while of grey cotton goods direct we had 185,100 pieces. The five or six vessels now on their way here direct, to be followed, it is hoped, by others during the season, will bring us a much larger quantity than we received in this way last year.

Tientsin being the largest consuming port in China for cotton goods, it follows that if goods pay here sent via Shanghai by sailing vessel, and thence to Tientsin by steamer at the rate of Tls. 8 to Tls. 12, or 50s. to 75s. per ton of forty feet, as is often the case, they must pay, if sent direct by sailing vessel to Tientsin or Taku, at an extra freight of 5s. per ton over Shanghai rates, as is at present the case.

Much has been written in our Consular and Customs reports during the last two or three years about the obstacles to Foreign trade here, such as the bar outside Taku and want of lighthouse on Shallentun Island, that I need not do more here than mention them, except to say, that although we have been promised that we shall have our bar dredged and lighthouse erected, we have not yet got either the one or the other done. It is to be hoped that in the revision of the Treaty, Article 32, relating to these affairs, may be altered from consulting together to acting together, and that with a right good will, when harbour improvements are requisite. No one here has much faith in seeing these things done in a hurry. They are going on slowly with improvements about Shanghai, and possibly our turn will come in time.

COMPARATIVE TABLE SHOWING THE PRINCIPAL ARTICLES OF THE IMPORT TRADE AT TIENTSIN, 1867-68.

(From Customs Returns, 1868.)

Description of Goods.	Pieces.	Pieces.
1867.	1868.	
COTTON PIECE GOODS:—		
Shirtings, gray ...	656,849	1,388,877
" white... ..	164,538	248,574
Dyed and brocade ...	48,631	54,635
White spots and do. ...	25,900	27,646
Printed chintz and furniture ...	55,459	Omitted.
Turkey red cambrics ...	19,121	39,920
Drills, English ...	34,386	24,232
" Dutch ...	14,761	3,470
" American ...	29,366	97,879
T-Cloths, 24 yds. ...	126,393	505,859
Damasks, cotton ...	2,180	1,930
Twills ...	700	913
Dimities ...	751	8,000
Jeans, American ...	4,424	28,289
Muslins ...	1,119	1,200
Velvets ...	3,210	2,808
Velveteens ...	1,942	240
Cotton handkerchiefs ...	5,218	17,415
WOOLLEN:—		
Spanish stripes ...	8,501	6,689
Long ells ...	2,240	2,062
Camlets, English ...	10,667	15,521
" Dutch ...	80	552
" imitation, &c. ...	650	552
Lastings ...	3,719	5,052
" imitation and Orleans ...	3,244	1,200
" crape ...	11,580	1,432
Woolen and cotton mixtures ...	66,189	70,533
METALS:—		
Lead in pigs ...	2,304	5,230
Steel, native and foreign ...	3,637	8,624
Tin plates ...	737	2,290
Tin ...	1,120	—
Copper, native and foreign ...	1,925	8,591
Window glass ...	1,881	6,852

Total of grey cotton goods ... Pcs. 2,042,876

FROM GREAT BRITAIN DIRECT (1868).

Shirtings, grey ...	151,000
" white ..	20,097
" white spots ...	4,966
" white figured ...	2,500
" dyed do. ...	500
Drills, English ...	2,010
T-Cloths ...	32,100
Turkey reds ...	999
WOOLLEN:—	
Camlets, scarlet ...	240
Long ells ...	500
Lustres, figured ...	2,450
METALS:—	
Lead ...	838
Nail rod iron ...	1,008

SHANGHAI.

From this port we have but two days' later advices, namely to April 16th, with no news whatever of any importance. Mr. Burlingame's doings in Europe, and the action of the Home Govern-

ment regarding the Yangchow affair, are the only topics discussed in the local papers. No later outward mails had been received since the date of our last despatches, and there seems to be no news from the River or Northern Ports.

A correspondent writes:—"Admiral Keppel got pelted by a Chinese mob at Lochow, near the entrance to the Poyang Lake. He and his officers and boat's-crew had to cut and run; of course, according to Lord Clarendon, he is to do nothing—but we shall see. He sent to the authorities at Hankow for assistance when the *Salamis* got ashore; but they refused, though they had two steamers there at the time! The clipper *Thermopylae* is loading 400 tons tea here for Foochow, where she is to fill up with new crop.

"Some excitement in Shirtings, consequent on telegrams reporting a strike in Manchester, and 'short time.' Several firms are buying largely, the idea being that in August we shall have high prices ruling. Exchange is weak since P. and O. mail, and closed at 6s. 1½d. to 6s. 1¼d. for Bank Bills."

HONG KONG.

Our advices from Hong Kong also extend to two days later only, the 22nd April being the latest date. No outward mail had arrived in the interval. The only item of news worth reproducing is the following, from the *China Mail* of April 21st:—

The following paragraph appeared in our contemporary's issue of Monday, but it then escaped our notice:—

"It is stated that a despatch has been forwarded from the Colonial office on the position of the ex-officio members of the Legislative Council, the purport of which is that, with regard to all measures emanating from the Colonial office, Her Majesty's Government will expect the support of the ex-officio members, but with regard to such measures as originate in the Colony, either from the Governor or from any other member of Council, H.E. the Secretary for the Colonies will be only too glad to get the benefit of their opinion. It is to be hoped that this desirable line of conduct will be acted upon."

What amiable condescension! The despatch, if its effect is correctly stated, only confirms what is already known as to the conditions under which the *ex officio* members hold their position; they must accept the rule of Downing-street. As for the unofficial members, they are simply complimentary make-believes, to relieve the colony from the appearance of a pure despotism, and whose "representative" functions are *nil*. Whether such a position confers any real honour is a question hardly worth inquiring into, but we cannot help thinking that, under the circumstances of the case, the official Government might well be left to monopolise the honours of administration. The Governor, for instance, is wholly credited for the suppression of piracy, but the whole Government (including the unofficial members) will have to share in the odium of the gambling revenue.

STRAITS SETTLEMENTS.

SINGAPORE.

The last mail brought advices from Singapore to the 1st May. The outward mail of March 26 was received on the 29th April; the latest telegrams from London being to the 17th April.

The races were going on, and formed the only topic of interest. In the first day's racing (April 28) the first race was won by Fisch-Ton-Khan; the Roadsters' Cup by Pills; and the Confucius Cup by Bismark. On the 30th (second day) the Club Cup was won easily by Colonial, the Galloway Stakes by Pills; the Johore Plate was not run for, on account of a sufficient number of horses not coming to the starting-post; the Winners' Handicap by Colonial. The *London and China Express* Cup (presented by the proprietors of that journal) was to have been run for, but it was dark when the above events had come off, and this race was consequently postponed until the following afternoon; Sir Harry was the favourite, but we are ignorant of the result, as the mail left at noon.

SINGAPORE IN 1869.

(FROM OUR SPECIAL CORRESPONDENT.)

That a feud exists between the Governor and the governed in Singapore is soon apparent to a passing visitor. How this most unsatisfactory state of things was brought about is not so easily described. The community complain of the Governor as overbearing and intolerant, trusting to no one in the discharge of the duties of the various departments. It is alleged on the other side that the community have thought proper to range themselves in opposition to the Governor, and, in fact, to raise a wall between them which renders it impracticable to act with anything like co-operation. The consequence of this is that neither the Municipal Council nor any other representative body can make common cause for the benefit of the public generally. The Municipal Council, who collect the 10 per cent. on rentals levied for town purposes, *i.e.*, a radius of three miles, are constantly at loggerheads with Government officers; and the town is still without a system of water supply in consequence. The risk of fire is therefore much increased, as the hose may have to be laid on at a dis-

tance of a quarter of a mile. There are steam fire engines and hand engines, but the chief element is wanting.

The feud between the Governor and the community is much increased by the hearty sympathies of the latter with the position of the Chief Justice, Sir Benson Maxwell, who considers it a great blow to his dignity, and an injustice to the public, that the judges in the Straits should have been deprived of their former independence of the local executive, although the change only places them under the same regulations as the other Crown colonies. It is at the same time known that the Chief Justice is often arrayed against the Government in the measures which come before the Legislative Council; and his opposition generally carries with it the sympathies of the inhabitants.

The post vacated by Dr. Little in the Legislative Council has not yet been filled, and it is currently stated that it has been offered to and rejected by several merchants. The Governor should not incur this undignified position, and the best manner to avoid this would be, not to ask, but leave it to the community to send up the names of, say three or four gentlemen whom they consider eligible. This could be arrived at through the Chamber of Commerce, Municipal Council, or similar representatives of the community. The Government could then select one. It is stated that in offering the post it was accompanied with the suggestion that they would make themselves pleasant, *i.e.*, not oppose Government measures!!

The new Government House, about which there has been so much said, is getting on very fast, and there is but little doubt of its completion by October, the time of the arrival of the Duke of Edinburgh in the *Galatea*. As far as the building and its appointments are concerned, there is nothing that can be termed extravagant. The ball room, drawing and dining rooms, and bed rooms are certainly not in excess; indeed the visitors' bed rooms are decidedly not up to the mark for a Government house. The site is certainly a charming one, and commands fine views; indeed, for the distance from town, is the finest. There is a great deal of spare ground, which can be realised. The cost of the land was 46,000 dols., and in speaking of the 200,000 dols. which the whole thing is estimated at, including furniture, this should be remembered.

The steamer building by White, of Cowes, which is to cost £23,000, and perhaps £25,000, still continues to be a mark for attacks by the writers in the *Straits Observer*. In a recent article they even go to the length of saying that it will be better that she "sinks in the Bay of Biscay." The *Observer* of the 23rd had a very bitter personal attack on Mr. Cameron, who has lately taken editorial charge of the *Straits Times*, for an article which turns to the Governor's side. These personalities are inseparable from colonial controversies, and generally afford amusement to the community, but do not effect any real good. The *Observer* in many things is much too personal.

The Cavanagh Suspension Bridge, which is to connect the business part of the town with the Esplanade, the Court-house, the Government offices, Post-office, &c., and which will supersede the present wooden structure, is progressing very slowly, and will take six months to complete. The bridge is too heavy and too costly by far; a very suitable one might have been erected for 50,000 dols., instead of 150,000 dols., and would have been completed by this time. This is an undertaking of the municipal authorities.

The scheme for connecting the town with the docks, wharves, &c., at New Harbour, a distance of some six miles by rail, is still agitated, but the owners of the nearest wharves are opposed, as it deprives them of the advantage over their far-off competitors. This isolated interest, however, cannot overcome the greater portion of the mercantile people, backed by the Government and the public generally, to whom it would be an immense boon. Passengers and their friends passing to and fro find the journey by gharry a very fatiguing, dusty, and expensive ride. The great utility of the rail will be in the transport of goods to and from ships, a process that at present often occupies three days. It will not be very long, however, before we have the iron horse snorting, not only from this to New Harbour, but to the extremity of the island, and on to Johore, Malacca, &c. The Maharajah of Johore is quite sanguine on the subject. The telegraph wires erected by Mr. Fisher from the square to three stations in New Harbour continue in good working order.

There is a neglected "tagrag-and-bobtail" sort of appearance in all parts of the town, which sadly requires, as the Americans say, "straightening out." The surroundings of the Town Hall, Court House, and Government offices (a batch of public buildings lying close together) are in a most miserable condition. The Esplanade along the beach is in a wretched condition, and a few seats should be placed about it. The canal is in a most offensive condition, the effluvia at low water being horrible; the work of cleaning and laying a granite bottom to this foul ditch is a work which Governor Ord should have undertaken long ago. The open drains which run along the native dwellings are also a disgrace to any English settlement. The police offices, gaols, hospitals, &c., are, however, in excellent order. The Convict Jail, accommodating 2,000 inmates, is a credit to those in charge. The Chinese Hospital, called the Tak Seng Hospital, requires a different organisation; those in attendance have not a fair chance of keeping the establishment in decent order. Its present mode of working is not suitable; Chinese should be employed as dressers and attendants, and in all posts but those of the superior medical officers.

Hotels in Singapore do not shine; there are some half dozen, but, with the exception of the Clarendon, kept by Mr. Emerson, which is very clean and well managed, there is hardly a comfortable hotel in the place.

The Sailors' Home, under the superintendence of Mr. Moyle and a committee of Government officers and merchants, is a very well managed institution; a good building, accommodating thirty officers and 170 men, at 1 dol. 50c. each per diem. The Raffles Institute, under the management of Mr. Bayley and Mrs. Boyd, maintains its utility for educating children of any age and any parentage. The number of boys at present under Mr. Bayley is thirty-three boarders and 350 day scholars, most of whom pay 6 dols. as boarders, and half to one dollar for day, the number entirely supported by the Institute numbering from fifteen to twenty. In the girls' school there are sixty-nine boarders and day scholars, about twelve at the expense of the institution. Both schools are conducted under one fine building on the Beach-road, fronting the sea. The effect of this English education on the natives ought to be a powerful element for good over all the Eastern seas, and the same thing is going on in China and Japan. What will it produce a century hence? Any one who has £100 to spare could not do better than bestow it here.

The storekeepers in Singapore have largely increased in number during the past few years, and now include several German and Chinese firms. The old established store of John Little and Co. has kept pace with the times in the extension of the premises and the reduction of prices, and it is no longer necessary for travellers to burden themselves with large stocks of clothing, &c., for everything can be bought at Little's as good, and in many cases as cheap, as at home. The truth is that the 30 to 50 per cent. which the shopkeepers at home put on their wholesale prices more than covers cost of transit here, and a stranger who is not on the "inside track" is truly astonished at the nearness of prices to the English shopkeepers. At Little's the *London and China Express* and other home papers can be obtained.

The accommodation for docking and discharging ships in the new harbour is somewhat too extensive for the pockets of the various shareholders. The competition is very keen, and large vessels have been docked (towed in and out) for 50 to 75 dols., and, according to appearances, the dock managers will shortly have to throw in a champagne lunch to the captains to secure them. This is very disastrous in a climate like this, where people as a rule come to make dollars. The chief competitors are Mr. Smith, the manager of the Tanjong Pagar Dock, and Mr. Cloughton, of the Patent Slip and Dock Company. The other dock of Messrs. Buyers and Robb looks out for paying work. The docks and works are of the first class, capable of taking in any vessel and performing any repairs to either the hull or machinery.

In 1870 the Straits Settlements will be shorn of its convict labour, unless the Home Government make a move in the matter, and induce the Indian Government to resume their system of transportation. The number is now about 3,000, and the time of nine-tenths of them expires next year. Their labour is very useful, and having the necessary accommodation in working order, the loss to the Straits for Government works, &c., will be very much felt, as the Klings will not work so well as Malays voluntarily, and Chinese can find better and more lucrative employment than Government work on roads, &c. Earl Granville should see to this before it is too late.

The Governor has returned from Penang, after completing the preliminary arrangements for adding some islands called the Dindings to the Straits Settlements, under the British flag. It is believed they will prove a source of revenue, and increase the production of sugar. It is the intention of Sir Harry Ord to visit Java as soon as possible, and amongst other matters it is to be hoped that he will endeavour to settle the old standing grievance of the Penang people against the interference of the Dutch with the native growers in Sumatra.

The Austrian expedition, consisting of the frigates *Donau* and *Friedrich*, sailed on the 22nd for Bangkok, under the command of Admiral and Plenipotentiary Petz (the hero of Lissa). Dr. von Scherzer, the chief director (of *Novara* fame), and Baron Herbert, who have been in Singapore some six weeks, proceeded in the *Donau*. It is expected that the treaty negotiations at Bangkok will occupy several weeks; from thence Saigon will be visited en route to China and Japan. There has been much comment on the reception of the Austrian Admiral by Governor Ord. On his arrival the Admiral, with his A.D.C., called on the Governor; the call was returned by the Governor's A.D.C., and an invitation sent to dine at Government House. The gallant Admiral feeling much hurt at this treatment, excused himself, and sent only his A.D.C., which may be looked on rather in the light of "diamond cut diamond." Why the Governor should adopt such a course towards a Plenipotentiary who had been specially recommended to the good offices of all our officials in the Far East by the Foreign-office is a mystery which, perhaps, the Government at home will think proper to ask an explanation of.

The admiral and officers of both ships, and the captain and officers of the North German frigate *Medusa*, were entertained at a ball given by the German community at their club, the Teutonia. In consequence of the national character which it was desired to give to the affair, the invitations could not be extended to the whole of the community usually invited on such occasions, which gave cause for considerable growling on the part of the British

bachelors, who declare they will be revenged by leaving the German bachelors out in the cold at the next ball. There is always some dissatisfaction at these affairs, and the managers never can please every one. However, the affair was a thorough success. The ladies numbered forty-four, including Lady Maxwell and daughters (the Governor and Lady Ord of course were not invited after the slight to the Admiral), and the gentlemen about a hundred and fifty. The band of the Austrians was an immense acquisition, as Singapore balls generally suffer for the want of good music. A supper was served at twelve, and dancing did not cease until three, everything passing off most satisfactorily and highly creditably to the German Club.

The races commence to-morrow with the Governor's Cup, value 25 guineas; the Roadster's Cup, value 100 dols.; the Hack Pony Race; the Confucius Cup, value 250 dols., presented by the Chinese merchants.

The second day, 30th, Club Cup, 200 dols.; The Cup, 100 dols.; the Johore Plate, 150 dols., by the Maharajah; the Winner's Handicap; the *London and China Express* Cup, 100 dols., by the proprietors. On this last cup the *Straits Times* has the following:—"Our readers will doubtless have noticed a handsome addition to the programme of the coming races in the shape of a *London and China Express* Cup, value 100 dols., presented by the spirited proprietors of that well-known and favourite journal. This courteous act, unprecedented as it is, will not decrease the popularity of *The London and China Express* in the Straits, and we feel sure that our sporting friends will fully appreciate the kindly spirit which has actuated Mr. Angier in contributing his mite, as a passing visitor in name of his paper, towards the amusement of the residents in this benighted colony, and towards the support of genuine sport, harmless in itself as conducted here, and deserving of the approval of the whole community."

The gas works continue to be worked in the most satisfactory manner, under the management of Mr. Wells, who has now been seven years in charge. The consumption is now up to close on the producing power with one gas-holder, and sometimes overruns, but there is not sufficient demand for two. The total number of lights is now about 7,000, including public lights. The charge for private lights is 3 dols. per 1,000 feet, while at Hong Kong it is 4.50 dols., labour and general expenses being cheaper here. The Australian coal is chiefly used, and answers better than any other (cost compared); a cargo from England now landing being miserably small stuff. The whole of the works are in excellent order, the premises, &c., clean, and general discipline. The company have been fortunate in securing such a manager.

The ice-making machine, originally imported by Dr. Scott (now in San Francisco), is at present in the hands of Messrs. Riley, Hargreaves and Co., engineers, &c., on a monthly rental of 180 dols., which yields the shareholders who subscribed to Dr. Scott's company a very small per centage. The machine is constantly out of order, not really being constructed for an ice-making machine. When in good order it can produce about 22 cwt. per diem. The daily average demand is about 8 cwt. When the present contract is out the company must either remodel or sell out, in order to place the undertaking on a satisfactory footing.

The Horticultural Gardens and the Leveson Lake continue to be a great source of enjoyment, and the promoters will ever command the thanks of successive residents. The boat propelled by a small engine worked by hand, presented by Mr. Stuart, the overseer of the convict jail, has been shorn of her engine and oars substituted, to the annoyance of many persons. It is to be hoped that the committee will as soon as possible place some seats in different spots, and when some liberal and wealthy visitor to Singapore wishes to leave a mark of his appreciation of Singapore, a pair of gates would be a great acquisition to the gardens.

A curious case, arising out of the late fire which consumed the Oriental Bank premises, the office of the *Straits Times*, and some Chinese property, is likely to come before the Court. Mr. Dunlop, the managing partner of Madame Fraser and Co., representing several fire companies, had information which induced him to lay a charge of arson against the Chinese, and he offered a reward for information establishing the same. A Chinese came forward, who swore that he had seen the implements of destruction arranged, and the match applied. The evidence seemed so conclusive that he was promised the reward of 100 dols. The Chinese in this extremity set their wits to work, and actually induced this same man to swear that all he had said before was manufactured, and he had been paid for it. On this a criminal information was filed against Mr. Dunlop for a conspiracy, and he is bound over to appear for trial. Mr. Dunlop represents the Phoenix and Home and Colonial offices of London, and some Foreign ones.

The screw steamer *Flying Scud*, 105 tons, consigned to Hamilton, Gray, and Co., has arrived from Australia for sale, but is not likely to find a purchaser, and will go on to China. The Dutch steamer *De Hoop*, of about 200 tons and 30-horse power, is also in the market, and reported sold to Messrs. Wilton and Co.

The last French mail arrived on the 19th, the due date, with advices from London to the 18th March. There is every prospect of this line now working with regularity, the captains having strict orders to adhere to the schedule time.

The eight English miners sent out for the Labuan coal mines, per *Agamemnon*, have been sent forward by the company's steamer *Vine*.

Mr. C. Stursenegger, of the firm of Messrs. Rautenberg,

Schmidt and Co., has been appointed Acting Consul for Austria, in the place of Mr. Conighi, who goes to Europe by the present mail.

The last mail steamer took away the remaining portion of the 8th M.N.I. (about 250), leaving only the wing of the 75th Regiment (about 450 strong) and the Artillery, who cannot perform the guard duties performed by the native troops, and indeed are a mere show for the £59,000 per annum paid by the colony. This military question is in a very unsatisfactory state, but arrangements are in progress more suitable to the requirements of the Straits Settlements. Certainly for £59,000 there should be a force fully equal to all guard duties usually performed by the military.

News has been received by telegram of the abandonment of the "Direct English, Indian, and Australian Telegraph," on the ground that "Varley's" cable would not answer. The scheme was looked on with much favour here, as likely to outstrip all other more cumbersome and expensive plans.

Yesterday afternoon the occupants of the Square were astonished at an encounter between Mr. Atchison (a barrister, and a writer on the *Straits Observer*) and Mr. Cameron, the editor of the *Straits Times*. As already noticed above, the *Observer* had a slashing and personal article on Mr. Cameron, at which he took great offence. At the corner of the building occupied by the Chartered Bank, it appears, Mr. Cameron met Mr. Atchison, and demanded if he wrote the article in question, to which Mr. Atchison replied that he should not answer; whereupon Mr. Cameron struck him across the neck with a whip, which inflicted a wound drawing blood. A scuffle ensued, in which blows were exchanged, watches smashed, and coats torn. The combatants were separated by Mr. Buyers, who was passing. The *Observer* article was extremely strong, but not of a nature to justify Mr. Cameron in resenting it in that manner. His proper weapon was the pen, not the whip, and his conduct is generally condemned. It is not the business of editors to chastise each other.

Mr. Fisher, who has for some time been distilling by machinery the various grasses grown here, including lemon grass, citronella, patchouli, sandalwood, nutmeg, and ourum, is now trying the growth of tobacco and indigo. He has lately added the packing of pine apples in tin cases for export to London, &c., both with and without sugar. By this process a pine can be laid down at about 4d. The distilling works are not at present in full working, as prices for all these oils are very low at home; they are capable of producing 1,764 oz. per diem. They have already obtained prizes at the Paris Exhibition of 1867, and the Nagpore and Agra Exhibition.

In addition to the Dock enterprise, Singapore boasts of a Coir Rope Company, under the auspices of Dr. Little. The refuse of the cocoa-nut is worked up by machinery specially imported for the purpose. This rope is laid up in first-rate style, and only requires to be more generally known amongst shipowners and captains. The cost of this rope is about 6 dols. to 7 dols. per picul, and the agent in London is Mr. John Little, Cannon-street.

JOHORE.

(FROM OUR SPECIAL CORRESPONDENT.)

On the 22nd I went over to Johore at the invite of the Maharajah. It is fourteen miles from Singapore, and the crossing by water about two miles. He provided carriage and boat, gave a tiffin, &c. The Rajah's dominion is about 200 by 100 miles, and the river intersections consist of the Johore river, a fine stream, navigable for large vessels some fifty miles up, and numerous smaller ones, perhaps over fifty in all. The population is largely increasing, and is now computed at 60,000 Chinese, 30,000 Malays, &c. The cultivation of gambier, pepper, &c., is yearly increasing, and a coffee state has lately been added to the other productions, the plants looking very promising; if it succeeds it will be a very valuable addition to the revenue of the Maharajah. The estates are mostly let out at an annual ground rent to Chinese, who work it on their account. The great desideratum in the development of the country is roads; this seems to be appreciated by the Maharajah, who is cutting them as fast as possible. The house at present occupied by him is rather small, but a new one is in progress on a good commanding site. The Maharajah has several brothers, who take part in the administration of Government, which is administered more on the European model than on the Oriental; for there is a Court-house and a Council, to deliberate on general matters, in addition to a police-court, and a school for English learning. The Maharajah has an establishment in Singapore, on which side he usually resided; but he now sees the necessity of residing at Johore, to be more amongst his people, like other Eastern potentates. The Maharajah's late visit to Europe has evidently given him a more intelligent view of his duties as a ruler, and already he talks of railways, connecting his territory with that of the British authorities. His net revenue is now about £10,000 per annum; but in a few years there is every prospect of its being doubled or trebled.

One of the mountains in Johore is about 2,100 feet elevation, and the distance from Singapore is about thirty miles. There is some talk of forming a sanitarium on it for the residents of Singapore; roads are now being pushed forward to the base, and the scheme is very likely to be carried out in time.

On the water side (with a depth of some twenty-five feet, and wharves for loading vessels) stand the Johore Steam Saw Mills, erected by Messrs. Paterson, Simons, and Co., in conjunction with the Maharajah and Mr. Meldrum, the manager. There are two mills, with engines of considerable power, and when fully running about 400 labourers are employed, the Europeans comprising four or five. The whole of the works are in a very creditable state. The principal employment is cutting railway sleepers for the supply of the Indian railways; any description of cutting, however, for house building is done. About twelve ship loads were sold last year. At the present the demand is slack, and only one mill is working. The works also include a small foundry, and many additions have been made to the working appliances. It is a satisfactory thing to note that the proprietors have not left the *employés* without the means of Sunday improvement, for a neat little chapel stands on the hill. In the event of railways being introduced into the Straits, the Johore saw mills would be largely benefited. The wood is pronounced of the best sort for railway purposes.

JAVA.

BATAVIA.

The cause of the recent disturbances in the vicinity of Batavia is still involved in some degree of mystery. We hope however to have some reliable information shortly from our special correspondent, who is visiting Java.

The *Batavia Handelsblad* of the 20th April observes:—"We think ourselves fortunate in being able to state that the movement in Bekassie, and Depok has been wholly suppressed, and it now sufficiently appears that it was nothing else than a tumult of evil disposed persons. Probably a personal exercise of vengeance on a certain Baba Beiran, a Chinese landowner converted to Islamism; so far about 200 persons have been arrested.

The result of the examinations into this partially dark affair is waited with interest. Rumours which were current of an extensive conspiracy, and which seem to have had their chief ground in the circumstance that one of the ringleaders had given himself out to the credulous natives as being Raden Paleh, the Javanese artist, so well known in Europe, have proved to be quite unfounded. The losses of the Chinaman, Baba Beiran, from the firing of his premises by the rioters, amount to upwards of 300,000f. Besides his buildings and paddy stores, a number of valuables in gold and precious stones, and a sum of 50,000f. in cash, became a prey to the flames. He saved his life by a timely retreat and concealment. The attack on Depok, which it appears had been fully planned and determined upon by the rioters, was prevented by the prompt action of the Resident of Batavia, who arrived just in the nick of time, with a body of military. All the able-bodied depokers had assembled, well armed, and had passed the night in the church and school, fully determined to fight to the last in *pro aris et focis* repelling the rioters.

"A very interesting letter from J. Beukhof, the teacher at Depok, appears in the *N. B. Handelsblad*, from which it appears that the danger was imminent and the rebels close to the place. Amongst the other prisoners is the native who gave the fatal thrust to Mr. de Kuypers—a very ill-favoured fellow, fifty-five years of age, who by his own confession had no grievance whatever against Mr. de Kuypers. A native is also among them named Bapa Joenda, who was the acknowledged head and leader of the rebels, who directed their movements, and whose commands were obeyed by them and other natives implicitly. He wanted to deny that he was the man, but as the prisoners were being conveyed along the roads, a passenger in a cart hailed him as Bapa Joenda, to whom he replied, and thus betrayed himself. The well-disposed natives in the Campongs appear to be communicative on the subject; and no doubt the really guilty will be brought to light, and their punishment act as a warning to other would-be banditti and plunderers who only want a chance."

The Batavia papers strongly recommend horse, or cavalry police as being more effective and prompt in operation than mere foot police prove to be on an emergency. The cavalry, it appears, did excellent service as patrols or rangers, through the disturbed districts, and prevented some intended burnings and plunderings from taking place.

EXPORT OF TEA AND SILK, SEASON 1868-69.

TO GREAT BRITAIN.

Date.	From Kana-gawa & Nagasaki.	From Shanghai and Hankow.	From Foo-chow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Sales & Cases
From June 1, 1868, to March 31, 1869.....	731407	69689159	53399568	...	15790745	138610879	86217
Corresponding period last season.....	1086770	56147973	44981433	...	13850583	115839759	8810
Shipments Since;							
April 1 per Chrysolite		From Yokohama				2,424	
— 2 ... Everest		... Shanghai				688,303	
— 3 ... Undine		... Do.				1,083,824	
— 30 ... Orissa (ml. str.)		... Do., &c.				—	913

TO UNITED STATES.					
From June 1, 1868, to March 31, 1869.....	...	...	...	...	89167947
Corresponding period last season.....	...	...	...	...	32505053
Shipments Since;					
April 1 per John Godfrey	...	From Yokohama	...	339,287	
— 5 ... Chinaman	...	... Shanghai	...	896,994	
TO THE CONTINENT.					
From June 1, 1868, to March 31, 1869.....	...	...	...	...	4096139
Corresponding period last season.....	...	...	...	...	1426456
Shipments Since; None.					
TO AUSTRALIA.					
From June 1, 1868, to March 31, 1869	...	...	...	...	16,781,399 lbs.
Corresponding period last year	...	...	...	...	12,050,083
Shipments Since; None.					

REUTER'S TELEGRAMS.

(RECEIVED VIA GALLE, JUNE 3.)
CHINA.

HONG KONG, May 11.—Accounts received here of the fracas at Peking, state that it originated in the French Chargé d'Affaires, Count de Rochechouart, having jostled against a chair containing a brother of Prince Kung. The Prince struck the Chargé d'Affaires across the face, and, an apology having been demanded and refused, the French tricolour was hauled down. The other Foreign Ministers had taken up the matter, and had given the Chinese Government three days to apologise. Another account says that the Chargé d'Affaires' pony ran into a chair containing the brother of Prince Kung, and that the Prince's outrider struck the blow, but whether he aimed at Count de Rochechouart, or at a member of his suite, is said to be uncertain.

JAPAN.

HONG KONG, May 11.—Intelligence received here from Japan states that a powerful naval force is being moved by the Mikado's Government against the rebels, who occupy Hakodadi. It is asserted that the latter are supported by French officers. The Mikado is expected to reside at Yedo.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 2, at Liverpool, from Rangoon, Cora Linn; May 27, at Gibraltar, from Sumatra, for Marseilles, Sumatra; — at Queenstown, from Hong Kong, Sarah Nicholson; June 3, at London, from Colombo, Frances, Ocean Beauty; in the Downs, from China, Lauderdale; 4, at Deal, from Singapore, Zodiac; —, off the Start, from China and New York, Sir Wm. Wallace; 3, at Glasgow, from Maulmain, Bruce, Queen of Scots; off Queenstown, from Rangoon, for Liverpool, Inkerman; 4, in the Downs, from China and New York, Glenaros.

DEPARTURES.—June 2, from Liverpool, for Manila, Victoria; May 25, from Cardiff, for Manila, Cosmopolitan; 31, from Glasgow, for Singapore, Roslin Castle; for Yokohama, Diana; June 4, from London, for Cardiff and Galle, Lloyds; 3, from Liverpool, for Manila, Doriga.

LAID ON.—At London, for Shanghai, Lammermuir; for Colombo, Fort Regent; at Liverpool, for Buenos Ayres and China, Surprise; at Glasgow, for Penang, James Paton; at London, for Shanghai, Omba.

SPOKEN.—Australia (Dutch barq.), Batavia to Amsterdam, May 10, 25 N., 40 W.; Frederick, Saigon to Falmouth, March 28, 30 S., 43 E.; Tropic, Singapore to London, April 2, 32 S., 31 E.; Fair Leader, Canton to London, April 20, 18 S., 3 E.; Kate Carnie, Singapore to Lynn (?), March 4, off Java Head; Sevilla (Germ. barq.), Batavia to Rotterdam, March 6, 10 S., 101 E.; Lord Riverdale (Amer. barq.) Shanghai to New York, March 17, 22 S., 67 E.; Magnet, Hong Kong to New York, March 30, 31 S., 37 E.; Khimjee Oodowjee (barq.), Liverpool to Singapore, May 24, 23 N., 44 W.; Anna (Dut. ship), Rotterdam to Batavia, May 1, 3 N., 22 W.; Kortenaar (Dut. ship), Rotterdam to Batavia, April 21, 12 S., 29 W.; Peter (Dut. barq.), Cardiff to Hong Kong, April 21, 12 S., 29 W.; Mary Scott (barq.), Liverpool (?) to Sumatra, Jan. 18, 40 N., 20 W.; Torro, Liverpool (?) to Singapore, Jan. 31, 24 N., 24 W.; Southern Belle, Liverpool to Yokohama, April 22, 7 S., 29 W.; Wigerdina (?) (N. Ger. ship), Java to Falmouth, March 27, 29 S., 45 E.; Star of India, Cardiff to Japan, April 13, 39 S., 46 W.; Peterborough, China to London, May 19, 39 N., 38 W.; Flora, London (?) to Singapore, April 25, 1 N., 32 W.

CASUALTIES.—The Mutlah, Ballard, from Manila, for Boston, which arrived at Mauritius, May 3, had experienced bad weather in the Straits of Sunda, from 1 to 8 April, during which she sprung foremast and topsail yards.

MISCELLANEOUS.—May 3, Mutlah, Ballard, from Manila, for Boston; April 18, Westward Ho, Kirk, sailed for Singapore.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CAMPBELL.—At 93, Cornwall road, Westbourne-park, the wife of George W. R. Campbell, Inspector-General of Police, Ceylon, of a daughter.

CHALDECOTT.—On the 26th May, at Beomond, Chertsey, the wife of T. A. Chaldecott, M.D., late of Hong Kong, of a son.

EHLERS.—On the 31st May, at Arundel Cottage, Tulse Hill, S.W., Mrs. Paul Ehlers, of a son.

GALTON.—On the 26th May, at Brockwell, Dulwich, the wife of W. P. Galton, Esq., of Foo-chow-foo, China, of a daughter.

LAY.—On the 26th May, at 89, Gloucester-terrace, Hyde Park, the wife of H. N. Lay, Esq., C.B., of a son.

MEDHURST.—On the 7th April, at Shanghai, the wife of Walter Henry Medhurst, Esq., H.B.M.'s Consul, of a son.

WEST.—On the 6th June, at West Grove, Woodford, the wife of Mr. James West, late of China, of a daughter.

MARRIAGES.

SCOTT—HARDY.—On the 21st April, at the Wesleyan Chapel, Point de Galle, by the Rev. G. Baugh, the Rev. John Scott, Chairman of the Wesleyan Mission, South Ceylon, to Emily Ann, eldest daughter of the late Rev. Robert Spence Hardy.

DEATHS.

BEDWELL.—On the 18th May, at East Moulsey, Maria Jeannette, widow of the late Frederick Bedwell, Esq., of the Record and Will Clerk's Office, aged 68.

BRODERSEN.—On the 19th May, at Altona, Charles Brodersen, Esq., late of China.

THE WILL OF DOUGLAS LAPRAIK, Esq.

The will of the late Mr. D. Lapraik has been proved, and the following outline of its provisions will probably possess some interest for readers connected with Hong Kong. The personality was sworn under £20,000; but as much of the property is in land and buildings, this conveys no adequate idea of its total value. The executors, who are also appointed trustees, are—Mr. William Lane, of Highbury; Mr. W. Manger, of Piccadilly; Mr. Robert E. Baker, of Hong Kong; and Mr. John S. Lapraik, of Hong Kong. The testator leaves his house at Acton ("The Oaks"), with its furniture, plate, carriages, horses, and all its contents and appurtenances, with the freehold property attached to it, to his wife absolutely; and a sum of £2,000 in addition. There are fifteen or twenty other legacies, chiefly of small sums, the principal ones being—to Mrs. Manger, £500; her eldest daughter, £500; her three younger daughters, £100 each; her son, Douglas Manger, £200; Mr. Thomas Lane, £100. After these bequests, all the rest of the estate is vested in the trustees, who are to pay out of it an annuity of £800 per annum to Mrs. Lapraik, and one of £500 per annum to Mrs. Baker, the niece of the testator, the residue being left to his nephew, Mr. John S. Lapraik. One clause provides that, in the event of Mr. John Lapraik not surviving the testator, the residue of his estate, after satisfying the special bequests above enumerated, should be distributed in the same manner as if no will had existed. Mr. John Lapraik having survived his uncle, this clause is of course inoperative.

THE PACIFIC RAILWAYS.

The following comments on the practical utility of the railways across America are from the *New York Times*:—

The enthusiasm in respect to the Pacific Railroad has undoubtedly entered into the excitement in real estate on this island. Many expect lines of marble palaces in our streets, built up by the profits of new trade with the Orient, and that New York is to become a kind of Venice in connecting the products of the Indies with Europe. Chicago has caught the enthusiasm, and is awaiting a new prosperity, as the centre of the carrying trade in teas, silks, rice, and all the most profitable products of China and Japan, on their way to New York and London. "The way to the Indies" is said to be already posted up as an inscription somewhere on the Pacific road. We regret to say that cool reason characterises these expectations as mere dreams of hope. The cool and shrewd business men engaged in Oriental trade doubt if it will ever pay to forward teas from San Francisco overland to New York, except, possibly, a single first cargo of some exceptional article. The freights will be too high. Already it costs as much to send teas by rail from New York to Chicago as by water from Hong Kong to New York. Moreover, the time now from China to England by canal and steamer, on the old route, is somewhat less than by rail and steamer on the new American one. Japan alone is brought nearer to Europe. The Pacific roads, with 3,600 miles of travel, can never deliver with profit any California or Oriental freights on this coast, except such as are very light and costly, such as silks or light manufactures. And even with these they must compete with the water freights of the Pacific Mail, which will only be a fortnight longer in time. Land transportation can seldom compete successfully with water. Undoubtedly, Oriental travel will take this route, at least for half its journey; but Oriental trade with this coast and Europe will be more likely to take the Isthmus or the old routes. The Pacific Road will feed and clothe the interior of the Continent; it will pour an increasing stream of pleasure seekers, business travellers, and emigrants from one coast to the other; it will build up Colorado, Montana, and Nevada, and supply California with cheap labour; but as a link between the far Orient and the Atlantic Coast or Europe, we are persuaded its importance has been much exaggerated.

THE ORDER OF THE BATH.—A supplement to the *London Gazette* states that the Queen has been graciously pleased, on the occasion of the celebration of her Majesty's fiftieth birthday, to give orders for a number of promotions in and appointments to the most Honourable Order of the Bath. Among those we notice that Vice-Admiral Kuper, K.C.B., who recently commanded the China fleet, is promoted to be a G.C.B.; and Vice-Admiral Henry Kellett, C.B., who is spoken of as the probable successor of Sir Henry Keppell, becomes a K.C.B. The *Gazette* also notifies the appointment of Henry Turner Irving, Esq., to be Colonial Secretary for Ceylon.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homoeopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in 1lb., 1lb., and 1lb. tin-lined packets, labelled—JAMES ERSS & CO., Homoeopathic Chemists, London.—ADVT.

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer. A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter.

Any information required by Subscribers, in reference to Commercial or General Matters in CHINA, JAPAN, SINGAPORE, and other parts of the FAR EAST, will be supplied on application at the Office, where files may be seen of the Journals published in those countries.

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails via Marseilles, and Monthly French Mails, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the FAR EAST. Subscriptions, 54s. per annum, including Postage. Export Supplement, 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, JUNE 7.

THE STRAITS SETTLEMENTS.

WHEN any particular cause is to be advocated before the Minister responsible for one of the chief departments of the State, a deputation, consisting of a select number of influential persons who are well informed on the question at issue, is probably the best method that can be chosen. But a Minister who receives such a deputation, and listens to several addresses from gentlemen who each handle the subject perhaps in a different way, cannot be blamed if his impressions regarding some of the facts sought to be impressed on him are rather confused, although of course he retains a fair general idea of the whole. The Straits Settlements Association, remembering this, and being anxious that no single feature of their case should be overlooked or misunderstood, have forwarded to Earl GRANVILLE a "memorandum," in which the arguments already presented verbally for his lordship's consideration are recapitulated with admirable conciseness and lucidness. To this document, which we reproduce in another column, no official reply has been received, and perhaps none is needed; but the members of the Association have the satisfaction of knowing that no effort has been wanting on their part to secure a favourable result. It is a great pity that we cannot say the same of a kindred institution—the Hong Kong Association of London, which has of late exhibited no signs of vitality. Mr. P. F. TIDMAN has been appointed honorary secretary to the Straits Association in London, and we understand intends to endeavour, by maintaining a regular correspondence with the local association at Singapore, to establish a complete accord between the two communities. The merchants and others resident in the colony are apparently those most immediately interested in its prosperity and well-being, but those who form and support the London association are in no degree less so—indeed, the latter consist mostly of heads of firms who represent the capital by which the Straits trade is sustained, and from this fact, and their long experience of Straits affairs under the old *régime* as well as the new, are the most natural and fitting exponents on this side of public opinion in the Straits. The necessity of perfect accord between the two bodies is therefore clear. At the last meeting, whereat Mr. TIDMAN accepted the post of secretary, a letter was read from the Right Hon. E. HORSMAN, M.P., announcing his acceptance of the Presidentship of the Association, *vice* the late J. CRAWFORD, Esq. Mr. HORSMAN's energetic disposition and great mental activity, together with his position as an independent member of the House of Commons, will render him a most valuable ally.

Some remarks that recently appeared in the *Straits Times*, a portion of which were quoted in our last issue, would seem to indicate that public opinion, hitherto so strong in its opposition to Governor ORD's administration, was in some degree wavering. The tenour of our own information, however, is directly in opposition to this idea. Mr. NAPIER's letter to the COLONIAL SECRETARY, of the 12th March, seems to have been misunderstood in some quarters, more especially that part of it relating to the expenditure on the new Government-house. Although the memorial in question prayed for some check on the excessive expenditure that was draining the resources of the colony, and adduced the outlay on this building as an instance of prodigality, it was never contemplated to ask for a suspension of the work;

indeed, nothing could be more distasteful to the Association than to see it left unfinished, to be pointed at by future generations of colonists as a memorial of the folly of the present one. All will agree that the house should be finished, and finished handsomely; but although a mansion is needed, a palace is not, and the association would not willingly sanction a large outlay on profuse internal decoration, only justified on the pretext of the Duke of EDINBURGH's flying visit. We regret to see that the *Straits Times* speaks somewhat slightly of the chief opponents of the present system of Government, as "agitators," whose occupation would be gone if that system were abolished. This is hardly fair to a body of gentlemen who are actuated in their arduous task not only by a proper regard for their own interests, but by a sincere desire to promote the welfare of the colonists at large. We deeply regret also the intemperate writing with which the *Straits Observer* seeks to advocate the cause of the reformers. The arguments in favour of reform are so clear, and the facts on which they are based so patent, that anything like vehement writing is altogether unnecessary. Angry words are generally characteristic of a losing cause, and therefore are quite out of place here; besides, even a winning cause is endangered when its advocates descend to bitter personalities. So we recommend our friends in the Straits to be content with ventilating, in that temperate language that always carries the greatest weight, the wrongs for which they seek redress; fearlessly entrusting to the Association in London the task its members are so well qualified to perform, of representing their desires in the proper quarter at home.

The position of the Chief Justice with reference to the Governor seems likely to be the most difficult point to deal with, although it presents such a glaring injustice. Compare it, for instance, with the case of the Mayor of CORK. Here is a tradesman who, by reason of his wealth—no matter how accumulated, or his influence, no matter how obtained—gets himself made an alderman, and in due course is elected Mayor, in virtue of which office he becomes chief magistrate of the city. He may abuse and disgrace that office in every possible way, yet neither the LORD LIEUTENANT nor the Supreme Government has power to dismiss him until an Act of Parliament is passed specially to disqualify him! A colonial judge, on the other hand—necessarily a man of high standing in an honourable profession, nominated by the Government on account of his especial fitness for the post—may be removed or suspended at the caprice of the local Governor! being thus placed in a worse position than the man who becomes temporarily, and almost accidentally, a magistrate by the votes of a few dozen tradesmen. The position is as humiliating as it is anomalous.

Let us conclude these remarks with a suggestion. Why should there not be an Association permanently established in London to advocate the interests of all our Eastern colonies and Settlements? We have a Ceylon League, a Straits Settlements Association, and a Hong Kong Association, all working for the good of the various colonies they represent, and in many cases with objects in common. There was some talk of affiliating one or more of these to the newly-founded "Colonial Society," but that institution is more likely to be occupied with questions of emigration, culture, &c., connected with our larger possessions in Canada and Australia, and among these the affairs of small Eastern settlements would be lost sight of altogether. But a combination, including all the latter, under some such title as the "Oriental Colonial Society," with a standing committee to deal with each separate colony and correspond with local associations, would, we think, be better calculated to attain stability and permanent influence than a number of minor societies possessing no bond of union.

THE subject of "Our Relations with China" is not to be entirely neglected by the House of Commons, after all. Colonel SYKES has given notice that on Tuesday, the 29th June, he will call the attention of the House to circumstances connected with the revision of the Treaty of Tientsin, and move for correspondence relating thereto. We earnestly trust that those gentlemen interested in the prosperity of the China trade, who have seats in the House, will not fail to take advantage of this opportunity to obtain a thorough discussion of the policy of the present Cabinet towards China, and its inevitable results—if persevered in.

THE VICEROY OF EGYPT AND THE SUEZ CANAL.

BEFORE the Viceroy of EGYPT quitted home on his European trip certain new arrangements were entered into between his Highness and M. DE LESSEPS. What these were exactly has not been officially announced, but the following statement comes from a highly respectable source. The company, in the first place, receives an indemnity of thirty millions of francs, and is authorised to sell certain lands which it still holds in participation with the VICEROY. The company gives up its privilege of free importation from the date of the 1st of October, and the Customs service by the canal will be carried on elsewhere in Egypt and under Governmental superintendence. It also renounces the right which it held under the original concession of using the fresh-water canal, and will confine itself exclusively in future to the working of the maritime canal. In return for the abandonment of the above privileges the company is to receive a further indemnity of twenty millions of francs. The company cedes to the VICEROY its warehouses and other constructions at Boulak and Damietta, the hospitals which it has erected and organised, as well as its establishments at the quarries and the port of Mex; the indemnity for these concessions is fixed at ten millions more. Lastly, it is stipulated that the 25,000 acres of land which the company possesses on the banks of the great canal, as well as the 1,250 acres intended for the enlargement of Port Said and Ismalia, shall form the subject of an ulterior arrangement; the whole that can be spared to be sold, and the proceeds divided between the VICEROY and the company.

The total of the indemnities in money mentioned above is sixty millions of francs, or £2,400,000; and in order to facilitate the arrangement it is stipulated that the company shall detach from the shares in possession of the VICEROY as many coupons as shall make up the sum of thirty millions of francs, or half the total indemnity, with interest at the rate of ten per cent. The company is to be congratulated on these arrangements, which have already had the effect of raising the value of its shares, which now stand at 580, and will, it is supposed, enable it to make an issue of debentures, and they moreover do away with some of the objections which rendered the original concession unpalatable abroad. A meeting of the company, ordinary and extraordinary, is announced to be held in Paris on the 2nd of August.

Great preparations are being made, it is said, in Egypt for the reception of the Empress and other Imperial and Royal personages in October next; and amongst other schemes is mentioned the formation of a boulevard to give free access to the Roman Catholic Church of Cairo, which is closely shut in and only approachable by narrow streets, or rather lanes. The Opera-house, which is to open its doors at the same time as the canal, is progressing rapidly, and numbers of artistes are engaged; amongst others, the tenor Naudin, who has already secured apartments at the French Club, on the Esbékiah. Apropos to the subject of the canal and the overland route, it may be mentioned that a respectable Paris journal, in quoting the report from the *Economist*, of a convention entered into for the conveyance of the Indian and China mails by Ostend and Brindisi, says that the arrangement in question is the result of the refusal of the French railway companies to run special trains on the arrival of the steamers from Alexandria at Marseilles. Should nothing intervene to prevent the presence of the Empress EUGENIE, the Emperor of AUSTRIA is confidently expected to attend also. The heir presumptive of the Italian Crown will represent King VICTOR EMMANUEL; the King of PRUSSIA intends to send a member of the Royal family; and it is believed that the Prince of WALES, possibly accompanied by Prince ARTHUR, will represent Queen VICTORIA.

WE invite special attention to a letter from our correspondent at Tientsin, which contains an able exposition of the real feelings entertained towards Foreigners by the ruling powers both at Peking and in the provinces. The statements contained in it corroborate much that we have lately written on the same subject.

WE hear from St. Petersburg that the Russian Government intends to transport a large number of criminals detained in Siberia to the semi-Japanese isle of Saghalin. It is said that an expedition has already been sent out to make arrangements for their reception.

THE *Morning Star*, in a frothy article on the completion of the Pacific Railways, says that "Hong Kong is nearer to England by 5,000 miles than it was before the 10th of May," and that "before long it will be possible for a Londoner to reach Yokohama, in Japan, within three weeks from his mounting the deck of a Southampton or Liverpool steamship." Such misstatements as these are ridiculous, and only tend to injure the cause they are designed to serve. The fine powerful vessels built especially for the long passage between San Francisco and Yokohama have not yet succeeded in performing that section of the voyage in three weeks, and under the most favourable circumstances they cannot be expected to do it in less, so that this section of the journey alone swallows up all the time allowed by the writer in the *Star*, without any allowance for the time consumed in travelling from Liverpool to San Francisco, which will practically be as much more. The completion of this direct route is a great fact, and needs no sensational writing to magnify its importance.

THE telegram from China given in another column brings corroboration of that previously received, announcing an assault on the person of the French Minister by a high official at Peking. There can no longer be any doubt that at least some indignity has been offered to his Excellency, and that there has been also the usual passive resistance to his just demand for an apology. We offer Mr. BURLINGAME our respectful congratulations on this unlooked-for confirmation of his assertion that "China is extending her arms towards us." Mr. BURLINGAME did not exactly mean, perhaps, that it was for the purpose of slapping our Ministers on the face, but such a trifling discrepancy is of no importance. A Taoutai is allowed with impunity to assault an English Consul in Formosa—why should his superiors not do the same to a Minister at Peking? Perhaps Sir R. ALCOCK's turn to be beaten will come next, in which case we suppose he will refer the matter to the Home Government, and receive instructions to make an abject apology.

A CORRESPONDENT of the *Levant Times*, writing from Alexandria, says:—"One of the most important events I have to report to you is the definitive signature of the contract between the Government of Egypt and a party of English capitalists for the construction of a breakwater at Alexandria. When this work is completed Alexandria will be one of the finest and safest harbours in the world, and the great facilities which will then exist for loading and discharging vessels will probably keep a great portion of the through traffic to India from being diverted to the Suez Canal."

It is a noteworthy fact that Hong Kong Cathedral will be the first religious edifice either in India or any part of the Far East to possess a peal of bells. Many of our readers are doubtless aware that an ex-trustee of the Cathedral, now in this country, is sending out a peal of four bells as a parting gift; the building, being a small one, can swing no more. They are being cast by Messrs. STAINBANK, of Whitechapel, and are nearly ready for shipment.

It seems there is to be no BURLINGAME treaty made here. The concessions made by Lord CLARENDON are (naturally enough) looked upon as sufficient, and in accordance with the spirit of these the Treaty of Tientsin will be revised. We understand that Mr. BURLINGAME expresses himself quite satisfied with the result of his mission as far as this country is concerned, and speaks of his return to London as a matter of choice rather than necessity.

MEMORANDUM NO. 2.

ISSUED BY THE STRAITS SETTLEMENTS ASSOCIATION.

Notwithstanding the representations made to the Right Hon. the Earl Granville by the recent deputation, and the courteous attention with which they were received, it is thought desirable to set forth briefly in this form the grievances complained of, and the suggestions offered for their remedy. These comprise:—

- 1st. The rapid and alarming growth of expenditure under the administration of the present Governor, Sir H. Ord.
- 2nd. The subjection of the judicial bench to the local executive.
- 3rd. The constitution of the Legislative Council, and the restrictions on its official members.

4th. The state of extreme dissatisfaction and discontent which has grown up under the present Governor.

1st. It is with the greatest satisfaction that the Association receive his lordship's assurance that this matter is already having his attention, and they will rejoice if their statement of the financial position of the colony should be so far modified by his lordship's prohibition of the useless expenditure on steamers, and a determination to restrict that threatened on Government-house; but the Association would impress upon his lordship's attention the fact that during the past year an amount of £50,000, as shown in the report of the committee, has been spent in excess of the current expenditure under the former Government, and, further, that this sum has been appropriated, not to public works, which were urgently called for, and which the increased revenue would have amply met, but largely upon objects personal to Sir H. Ord and the different members of his Government.

The Association are not unmindful that the unofficial members are to some extent responsible for a portion of the extraordinary expenditure, but would remark on this point that it was the desire of all classes in the colony to meet the new Governor in a spirit of liberality and good will, and they believe that the original vote of 100,000 dols. for Government-house, though large, met general approval, but it was most certainly regarded as a maximum, and no thought was entertained that supplemental votes would be required. It is now felt that the style of residence adopted may entail upon the successors of the present Governor a heavy current expenditure, hitherto unnecessary and unknown.

2nd. The Association disclaim the idea of seeking absolute independence for the Judges of the Supreme Court, but they deem it of the very highest importance that they should be held responsible, not to the local Governor, but to the Colonial-office. It cannot be urged against Colonial Judges that they are, as a class, inferior to Colonial Governors, and from an intimate acquaintance with Asiatic habits and modes of thought the Association are of opinion that natives will never regard with anything but distrust the decisions of judges subject to the control of the local Executive, and who have been deprived of the independence hitherto enjoyed by the Bench in these settlements. As regards the supposed absence of checks on the judicial action, it is submitted that these exist in the colony in daily and weekly newspapers, several members of the English bar practising in the Courts, and a strong and readily expressed public opinion.

3rd. There would appear to have been in his lordship's mind some misapprehension as to the views of the deputation on this point. It is by no means sought to give to the unofficial members a preponderating influence in the Council, although such a state of things exists in both Mauritius and Trinidad. The desire is to equalise the numbers, giving the Governor a casting vote, and it is submitted since it is within the power of the Government to ensure a fuller attendance of its members than can be done by a non-official party, the result of such an arrangement as is proposed would be simply to create a strong and healthy opposition in the Council, ensuring a full and open discussion of all questions affecting the colony, and tending to a rigid and economical supervision of the public expenditure.

Regarding the mode to be adopted for equalising the numbers in the Council, it is thought desirable to reduce that of the official rather than to materially increase that of the unofficial members.

The method of appointment to the Council is left with confidence to his lordship. The present plan—i.e., nomination by the Governor—has worked satisfactorily, and the Association see no reason at present to depart from it. The existing system of representation, which, if properly carried out, would insure the presence in Council of the leading professional men, merchants, and planters of the colony, is, in the opinion of the Association, the most just and satisfactory to all classes that can at present be adopted; for the Asiatics, being primarily an industrial population, regard the European residents, whose interests they see to be identical with their own, as their truest friends and most fitting representatives; and though the Association admit that a system theoretically perfect might require the attendance of natives in the Council, they find practical difficulties in the way of this, there being but few who are naturalised British subjects, and eligible from their social position, and of these but one or two are sufficiently conversant with the English language to make their services anything but formal. The Association must gravely demur to his lordship's view that the Asiatic portion of the community are fairly represented by Government

officials, and believe that fuller inquiries will alter his opinion on this point.

It is satisfactory to the Association to learn that only on important Government measures, or under instructions from home, are the official members of the Legislature bound to vote under the direction of the Governor, and it is very respectfully submitted that his lordship's view of their duty should be publicly made known, looking to the stringent and authoritative language of his Grace the Duke of Buckingham in his despatch on this subject to the Governor of Hong Kong in 1868, and to the not less pointed language of his Grace in his despatch of 17th August, 1868, to the officer administering the general government of the Windward and Leeward Islands.

4th. It can hardly be matter of surprise if the existing state of affairs in the colony has evoked a spirit of grave dissatisfaction, and a feeling that the present Governor has failed in any degree to identify himself with the real interests of the Settlement. An arrogant bearing, and studied disregard of the public convenience and wishes are charged against him and the Lieutenant-Governor of Penang (Colonel Anson), and appear to have lent force to the grievances in the system of government already complained of, and changed a community hitherto remarkable in the East for its unity and good feeling, into one seriously discontented and alarmed. The existence of this state of feeling will perhaps be best exemplified by the extracts which are appended from the local press, confirmed, as the Association regret to find it is, by the general tone of the private communications from the colony.

THE P. AND O. STEAM NAVIGATION COMPANY.

The fifty seventh half-yearly report of the directors of the P. and O. Company has been issued, in anticipation of the meeting to be held on the 11th instant. We extract the most important passages:—

THE COMPANY'S FLEET.

The *Ellora*, *Baroda*, and *Behar* have received their new boilers, and are performing satisfactorily on their regular lines. The fitting of new boilers to the *Madras* and *Delhi* was not found to be immediately necessary after a survey of the former vessel at Bombay, and the latter at Southampton. The *Bombay* has been withdrawn from the Australian service for the purpose of receiving new boilers, which are now being supplied to her. The *Travancore* made an excellent voyage of fifty-seven days, from Southampton to Bombay, and is now running on the China station. The *Deccan* was despatched to Calcutta, via the Cape, in January, and made the run out in sixty-two days. She has already taken up her work on the Suez line, and delivered the mail which reached that place on the 21st ultimo within the contract time. The new ship *Hindustan*, the contract for which was announced in the half-yearly report of June last, is to be launched by Messrs. Day and Co., at Southampton, on the 12th instant.

In the early part of April the directors invited tenders for the construction of a new steam ship of about 3,000 tons, and 600-horse power. A spirited competition between the leading builders of the North and South was the result, and the lowest offer, that of Messrs. Caird and Co., of Greenock, was accepted. It affords the directors much satisfaction to add to this part of their report that the very extensive operations of the company, which now include the performance of nearly 1,400,000 miles annually, have not been attended by any casualty during the last twelve months.

THE POSTAL SERVICE.

The requirements of the mail contracts have been fulfilled with almost perfect precision since the date of the last report, and the public have experienced the advantage of as much regularity in the delivery of the mails to and from India, China, Japan and Australia, as is attained on the shortest postal routes, no instance of the arrival of the mails in London later than the Monday of each week having occurred. A modification of the mail service with Japan has recently been introduced by the establishment of a direct line between Hong Kong and Yokohama, instead of the line hitherto maintained between Shanghai and Yokohama. This modification reduces the outward voyage to Japan by two days, and the homeward voyage by five days. The service between Hong Kong and Shanghai is kept up as a separate line.

ELECTION OF AN AUDITOR.

The resignation by the Earl of Leven and Melville of the office of an auditor of the company has left that post vacant, and it is proposed to hold a special meeting at the close of the ordinary business of the day, for the purpose of appointing a qualified proprietor in his place. A list of candidates for the vacant appointment has been exhibited in the board-room since the 5th inst., and the directors have no doubt the proprietors will think it expedient to make a selection on the opportunity to be presently afforded them.

OPERATIONS OF THE HALF-YEAR—DIVIDEND.

The result of the operations of the six months is fairly encouraging, as compared with the corresponding period of the previous year. The shipments of silk from China, although compressed within a shorter period than usual, consisted of a somewhat larger number of bales than last year. The export of cotton from Bombay by the company's steamers during the season now about to close also exhibits an increase, while there has been some revival of the remittances of specie to the

East. The company's business in these branches, and in its intermediate carrying trade, is now, however, most materially affected by the competition which prevails in almost every quarter, and the directors have been compelled to make concessions in their rates of freight, which tell very sensibly on their total earnings as compared with the extent of operations. On the other hand, there has been a diminution in the cost of coals at some important stations, and the directors trust, by the observance of a rigid economy in all departments, to preserve a reasonable margin between receipt and expenditure.

As regards the first six months of the financial year, they are enabled to recommend the declaration of a dividend of 3 per cent., free of income-tax, for the half-year ending the 31st of March last, and the warrants for this dividend will be payable on and after the 25th inst.

ORIENTAL LITERATURE IN FRANCE.

The efforts of the Imperial Government to create an interest in matters relating to China, Japan, and Cochin China, are manifested by the constant appearance of publications on the languages, literature, or industries of those countries. M. Charles Lemire has just published a volume on Cochin China*, and the result of seven years' residence in those countries, with hints for those who are about to undertake the journey. It contains good information on the agriculture, industries, commerce, and capabilities of the French colony, with tables of weights and measures; as well as on the habits, manners, and institutions of the natives. M. Léon de Rosny, professor of Japanese, has translated, by order of the Minister of Commerce, the often mentioned Japanese treatise on the management of silkworms†. The failure of the silk crops in France and other countries, will draw the attention of practical men to this work, while the literary and artistic world will be attracted by the beauty of the book; it is printed at the Imperial office, and the chromolithographs are admirable. It contains also a number of *fac similes* of trade and commercial marks, seals, and cursive writing, which may prove of commercial importance. The treatise is not confined to the common silkworm, but contains information respecting all the silk producing worms bred in Southern Asia. M. de Rosny was commissioned by the Government about two years since to study the marks on the silkworm cards arriving from Japan, and the results are given in this work, which is furnished with useful indexes or glossary. The same gentleman is now publishing in the *Revue Orientale* a translation of a Chinese tale, called "A Husband under a Bell."

M. D'Hervey Saint Denys has been appointed joint professor of the modern Chinese language, with the eminent scholar M. Stanislaus Julien, and native assistant professors or teachers are now also attached to the Chinese, Japanese, and Tamoul chairs in the special school of Oriental language.

SILK SUPPLY ASSOCIATION.—On Thursday the second meeting of this association was held, under the chairmanship of Mr. T. Dickens, president of the society. Mr. Maxwell Ankettell, of the Industrial Silk Establishment in Alexandria, attended to report the progress recently made under his observation in Egypt. He exhibited cocoons and samples of Japanese silk, the material being valued by Mr. Browett at 35s. per lb. Mr. Cobb, of Natal, also submitted specimens of Japanese cocoons grown in the south of Africa. He stated that, judging from his own experience, great success would follow the cultivation of silk in the colony to which we have referred. It was decided that a deputation should wait on the Viceroy of Egypt on his arrival in England, to thank his Highness for the exertions he was making for the advancement of silk culture in the country over which he exercises rule. It was also resolved that a deputation should wait on the Secretaries of State for India and the Colonies to solicit their assistance for the promotion of silk cultivation.

NEW STEAMERS.—Messrs. Denny Brothers, of Dumbarton, have contracted to build for the Austrian Lloyd's Steam Navigation Company two steamers, to be named the *Apis* and the *Sphinx*. These vessels are to ply between Trieste and India via the Suez Canal. The burden of each will be 1,400 tons. Messrs. A. and J. Inglis, of Pointhouse, have launched an auxiliary screw clipper, named the *Oberon*. This vessel has been built to the order of Messrs. Shaw, Maxton, and Co., of London, and will form one of their China fleet. With the view of avoiding the detention occasioned by calms in the equator to sailing vessels, she has been fitted with machinery by which she will be enabled to keep up a uniform speed throughout her voyages. Messrs. Napier have launched from their yard at Govan the *Invincible*, a twin screw, armour-clad frigate, built for the British Government. She is a twin vessel to the *Audacious*, launched by Messrs. Napier in February.

* *Cochinchine Française et royaume de Cambodge, avec l'itinéraire de Paris à Saigon et à la capitale cambodgienne, et deux cartes*, par Charles Lemire. Paris (Challamel aîné, éditeur); in 8vo.

† *Yō-san-sin-sei. Traité de l'éducation des vers à soie au Japon*, par Sirakawa de Sendai (Osyou). Traduit pour la première fois du Japonais, par Léon de Rosny. Publié par ordre de S. Exc. le Ministre de l'Agriculture. Paris, Imprimerie Impériale, 1868; in 8vo., avec xxii grav. et 3 cartes.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, June 1.

The storm of opposition to the proposed new Federal taxes has been still further increased by the inconsiderate project of another new tax of no less than ten per cent. on railway tickets; but this was the additional straw that broke the camel's back, and the whole affair is so unpopular, and has called forth such a number of angry speeches both in the German Parliament and out of doors, that the Bundesrath does not dare to bring it to a decisive conclusion by a division, from the certainty of a most signal defeat. It had all along been an inexplicable mystery what was the real object to be obtained by the imposition of Federal taxes, for there is a simple means provided by a special article of the Constitution for raising the money required for Federal purposes, which is—as I explained in a former letter—by a repartition or division of the sum wanted among the separate States in proportion to their population, leaving it to the respective Governments to raise their quotas in their own way. But now the secret has been divulged by no less an authority than Baron von Heydt, the Prussian Minister of Finance, who has published a statement from which it appears that the Prussian finances are in a very feeble condition, showing a deficit of about eleven millions of dollars. It is, therefore, apparent that, in order to cover this Prussian deficiency, it is proposed to raise direct Federal taxes, the alternative being that if those now proposed are refused, the Bundesrath will, in the next session, bring in a Bill for a Federal income-tax. In the meantime, it is decided to convene immediately the Zollverein Parliament, and see what they say to an increase of the import duties; and then there is still a chance left by an appeal to the special Prussian Parliament—for, by the complicated machinery at present in operation, there are no less than three different Parliaments, to say nothing of the legislative bodies in all the separate States of the Confederation.

The King of Prussia's visit to his new provinces of Hanover and Hesse-Cassel has been postponed by a slight indisposition, and now again put off till after the visit to Berlin of the Viceroy of Egypt next week, who is making a tour to invite personally the Sovereigns of Europe to "assist" at the opening of the Suez Canal in the autumn, and endeavour to obtain a general guarantee for the neutrality of the canal in time of war. But according to the latest arrangements the Royal progress will be confined to visits to Hanover, Bremen, Oldenburg, and Heppens, to inaugurate at the latter place the new dockyards and naval arsenal in the Bay of Yadehe, on the North Sea.

The result of the general elections in Bavaria is not of a character to facilitate a *rapprochement* between the north and south of Germany. The majority of the members returned belong to the Ultramontane or Clerical party, who are very decidedly opposed to a junction with the North German Confederation, whilst the minority is far from being a compact body, being split up into several political factions. Under these circumstances it is highly probable that Prince Hohenlohe, the present Liberal Premier, will find his position no longer tenable, and be eventually compelled to resign.

COMMERCIAL.

Some considerable arrivals of rough rice have come to hand, and have been warehoused, as the importers could not make up their minds to accept the low bids made. A fair amount of business was done in cleaned grain at previous rates. Tea calm, but prices rule firm. Cassia lignea is again in favour, and 8,000 chests of the late arrivals have been taken at 12½ sch. bco. Flores commands a more easy sale at full prices, 19 and 19½ sch. bco. having been paid. No alteration in Pepper, which is but little inquired for at this time of the year; Singapore offered at 4 7-16 to 4½ sch. bco., and Penang at 4½ to 4 5-16 sch. bco. Banca Tin is higher; none can be had now under 16½ to 16¾ sch. bco. There is still no improvement to report in Spelter, which continues in its torpid state. Hitherto the holders have made such exaggerated demands that they have frightened away purchasers; but they are now more inclined to do business, and would not refuse lower offers. Nominal quotations—13 mks. 10 sch. bco. ex warehouse, and 13 mks. 12 sch. bco. to 13 mks. 14 sch. bco. for delivery. Money is more plentiful in the banks, and Discount has receded to 4 per cent. for good bills.

SHIPPING.

ARRIVED.—Alardus, from Bangkok; Trinculo, from Singapore.

SAILED.—Gustav, to Shanghai; Hong Kong, to Hong Kong; Lorenzen, to Singapore.

LOADING.—Lola, for Manila; Alma and Elizabeth, for Singapore; Randers and Herzog Ernst, for Hong Kong; Figaro and Excelsior, for Shanghai.

SHIPPING AT BREMERHAVEN.

ARRIVED.—Borealis, from Bangkok (42,290 bags rice, 2,000 pieces sapanwood).

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, June 2.

The elections, which take place on the 10th inst., become every day more exciting. The papers are filled with articles on the various candidates, and with reports of meetings of electors. Of course it is impossible to foretell the result of these elections, but, as great dissension prevails between the factions—Roman Catholics, anti-Revolutionists, Liberal Conservatives, and Tories, who together form the Opposition—it is most probable that they will turn in favour of the Liberal party. However hot the paper-war may now be, it would be still hotter but for the fact that the editor of the *Dagblad* is very ill, and cannot take

part in it. Some weeks ago he started for the South of France to recover his health. A widely-spread rumour, however, says that he is lost to his party; and, if so, the Tories have cause to weep, as they never will find so able a pen ready to defend their retrograde principles. Another loss they sustain in Parliament, Mr. J. J. Rochussen having declined to offer himself again as a candidate for the Second Chamber.

A curious story is told by the *Dagblad* about a scene which it alleges to have taken place in the Café Mille Colonnes, at Brussels, between Messrs. Otto van Rees and Roorda van Eysinga, both well known in India as ultra-political antagonists. The last-named gentleman, it is asserted, insulted Mr. van Rees publicly, whereupon Mr. v. Rees made a complaint to our ambassador requesting that Mr. Eysinga should be ordered by the Belgian Government to leave Belgian territory. This *on dit*, however nonsensical, will, of course, become current in the Far East, and thus it will be of some interest to your readers to know that the whole story is a fabrication. The *Vaderland* ascertains on "authority" that the gentlemen named did not even meet each other in Brussels.

General Kroesen, the newly-appointed Commander of the East India Army, left by the last mail. The papers in general are of opinion that he is "the right man in the right place," and that he will succeed in suppressing the discontent which now prevails among the officers of the East India Army. He is, the *Vaderland* states, convinced that there are some real causes for complaint, viz., that the position of the officers is not nearly so lucrative as that of the civil functionaries, and that their interests were always neglected. The above-named paper, however, condemns the manner in which the officers showed their opposition to their grievances. Knowing that our Parliament is often too economical, they ought to have addressed themselves to the King, their natural protector.

The First Chamber met on the 20th of May for the despatch of business. I regret that I have to record the death of Mr. P. van Swieten, ex-Colonel of the staff of the East India Army and ex-Secretary-General of the Colonial Department.

For the past year or two the Indian novels and sketches of Messrs. van Hoevell ten Brink, van Rees, and others have been translated into German, and published under the title of "Indische Bibliothek." As these volumes have contributed greatly to throw light upon the condition of our East Indian society, it will be of some interest to know that the translator—who writes under the *nom de plume* of "Wilhelm Berg"—is no other than Mrs. Lina Schneider, the wife of one of our most eminent opera-singers.

COMMERCIAL.

The Stock Markets have been generally good, with some exceptions. Foreign Government securities have been firm, and nearly all the changes are for the better. There has been a very quiet demand for money in the discount market, and the rate of discount remains unaltered. Dutch Two-and-a-Half Per Cents, 54½; Three Per Cents, 64; Four Per Cents, 87. Trading Company, 122½. India Railway Company, 92½.

PRODUCE MARKETS.

COFFEE.—The last Trading Company's auction, held on the 20th ult., at which 64,770 b. Java were offered, went off very well. Except some damaged parcels, the whole quantity sold at ¼c. to 1c. above the brokers' valuation. Good ordinary Java realised 38½c. This result made a favourable impression abroad, but nevertheless the market remains very quiet. In second hands nothing is offered. The private transactions include—1,145 b. Java, ex Doesborgh, and Jennie Eastman at 37½c. to 40c.; 2,400 b. do., ex Zeenymph, at 35½c.; 719 b. do., ex Twee Gezusters, at 38c. to 39c.; 1,160 b. Java, ex Jennie Eastman, at 36c. to 37c.; 1,036 b., ex Garibaldi, at 38c.; 830 b. do., ex Susanne, at 38½c.; 516 b. do., ex Twee Gezusters; 1,400 b. do., Padang, ex Zaanstroom, at 39½c.; 459 b. Java, ex Ludwig, at 39½c., 1,000 b. Java, ex Yedo; 600 b. do., ex Isaac Da Costa. The unsold stock of the Trading Company amounts to 393,600 b., whilst the total stock is 719,600 b., against 648,800 b. on June 1, 1868.

RAW SUGAR.—On the 25th ult. the Trading Company held an auction, at which 70,324 mats were offered. The brown and yellow qualities sold at 0½f. above March value, and other descriptions on a par with the March prices. No. 16 is now quoted 36½f.; No. 14, 36½f. The private transactions include 287 mats, Passaroeng, and 40 yards Sourabaya, ex Laurens Koster. The last parcel was No. 19, and sold at 36½f.; 1,032 mats Samarang, ex Atlantic King, No. 18½, at 36½f.; 402 mats Sourabaya, ex Laurens Koster, No. 18, at 36½f.; 202 mats Batavia, ex Maria Adriana; 123 mats Passaroeng, ex Maria Diederika, No. 12½. Stock of raw sugar on the 15th May, in bond, 44,779,882 kilo.

RICE.—There is good and regular demand. The following parcels have changed hands:—925 b. Java, ex Hebe; 7,750 b. Sourabaya, ex Johannes Lodewyk, at 4½f.; 1,115 b. Java, ex Albrecht Beyling, at 8½f.; 1,166 b. Sourabaya, at 5½f.; 1,020 b. Java, ex Maria Adriana, at 7½f.; 5,200 b. Java, ex Maria Adriana, at 7f. to 8f.

SPICES.—The market is firm, but inactive. There is some demand for Nutmegs No. 3 and 4. A small parcel Cloves sold at 29c. Pepper—1,143 b. ex Luctor and Emergo, sold at 21½c. to 22½c. in bond.

TOBACCO.—The market is dull and inactive. Stock in Amsterdam, 7,587 b. Java. There are no transactions to report.

INDIGO.—There has been a good demand, and about 150 chests have changed hands. Prices for inferior qualities are somewhat lower.

BANCA TRIN.—The market closes somewhat firmer. Banca is quoted at 84f., and for delivery out of the forthcoming auction 82½f. Billiton is quoted at 81½f. for floating parcels, on spot 82f.

HIDES.—The market is firm, but rather more inactive. 1,753 p. Samarang Rinder, ex Garibaldi, and 232 p. Bat. Buffalo, ex Noach II., have been sold.

PASSENGERS.

PASSENGERS INWARD.—From Java, per Maria Adriana: Mr. C. H. C. Flugl van Aspremont. Per Maria Diederika: Mr. J. F. Krul and family. Per Java Packet: Mr. Van den Burg and family, Mr. Doyer,

Mr. Siedenburg, Mrs. Fokker, Mrs. Ryk de Groot, Miss Schol. Per Laurens Koster: Mr. J. van Boxel. Per Philip van Marnix: Mr. E. van Hengel and family, Messrs. B. Alberta, J. Segaar, H. Gerrebrand, W. Smidt, H. Tendeloo, O. Wikens, C. Schmidt, G. Booker, Mrs. H. J. Hoffmann and family, Mrs. S. W. Martens. Per Geobreders van der Beek: Mr. F. J. Voogt and family, Mr. R. J. Oosterhoff and family, Miss J. B. Dibbetz.

PASSENGERS OUTWARD.—For Java, per Insulinde: Mr. Berenstein, Mr. Benjamins and family, Mr. Rochemont and family, Mr. Dien Sterling, Mr. Van der Weide. Per Hellevoetlaan: Mr. Linard, Mr. Arnolds and family, Miss Linard. Per Catharina Maria: Mr. J. Kroesen and family. Per Sourabaya Packet: Mr. van Weesem and family, Mr. Steup, Mr. Strumer.

Monetary and Commercial.

The fifty-seventh half-yearly report of the P. and O. Company has been issued. It recommends a dividend for the six months at the rate of 6 per cent. per annum, payable after the 25th inst.

We are glad to note that the scheme of arrangement between the shareholders and the creditors of the Commercial Bank Corporation of India and the East, under which all litigation is to be stayed, and the creditors are to accept 17s. in the pound in discharge of their claims, has at last received the sanction of the Master of the Rolls.

The report of the Anglo-Mediterranean Telegraph Company announces a dividend of 4s. 6d. per share, making with previous dividends a distribution at the rate of ten per cent. per annum, leaving nearly £3,000 to be carried forward.

The biddings for £325,000 in bills on India were received on Wednesday at the Bank of England. The amounts allotted were—to Calcutta £288,400, and to Madras £36,600. The minimum price was fixed, as before, at 1s. 10½d. on Calcutta and Madras; and tenders on those Presidencies at 1s. 10½d. will receive about 59 per cent., and all above that price in full. These results show a further diminution in the demand for means of remittance to the East.

The Mexican dollars by the last West India packet were sold at 4s. 11½d. per ounce, showing no change. Bar silver is quoted 5s. to 5s. 0½d.

The amount of bullion by the P. and O. Company's steamer *Nyansa*, from Southampton 29th inst., was, in gold, to Aden, £420; to Bombay, £10,000; to Madras, £941; in silver, to Singapore, £22,390; to Hong Kong, £24,896; to Foochow, £500; to Shanghai, £6,920; to Yokohama, £400; total in gold, £11,361; in silver, £55,106.

The Board of Trade Returns for April show that the exports in that month amounted to £15,624,475, an increase of about eight per cent. over the corresponding month of last year, and a still larger increase upon the figures of April, 1867. The imports are made up to the end of March. In that month their total value was £19,448,415, or less by rather over £2,000,000 than the amount of the imports in March last year. Our usual *resumé* of the figures relating to China, Japan, &c., will appear in our next issue.

ARTICLES OF IMPORT.

TEA.

We have at length a slight improvement to notice in the tone of the market. There has been less anxiety during the interval to press sales on the part of importers, both privately and at public sale, whilst the very low prices at which first crop Kaisows had been sold led to some inquiry for them on speculative account, and there has been a recovery of nearly 1d. per lb. from the lowest point of the market, whilst common Teas have also further improved to the extent of about ½d. per lb., there being now but little to be bought under 1s. 1d. for fair to good common. There has also been rather more demand for good medium black-leaf, and these also show some recovery from the recent extreme depression. The public sales of the 1st instant comprised 11,806 packages, of which 11,038 were offered without reserve. The stock in the United Kingdom on the 31st ultimo was estimated at 92,000,000 lbs., against 85,820,291 lbs. last year, and the quantity afloat at 6,590,960 lbs., against 6,286,420 lbs.

CONGOUS.—Siftings have sold ½d. per lb. higher; broken-leaf have fully maintained former value. Fair to good common have sold ½d. per lb. dearer, the quotation now being 1s. 0½d. to 1s. 1d. per lb. Fair to good flavoury kinds and good Kaisows have sold ½d. to 1d. per lb. higher, such qualities as about a month ago were selling at 1s. 1d. per lb. now fetching 1s. 1½d. to 1s. 2d. per lb. Fine Kaisows have met with more inquiry, and when quality has pleased the buyers a rise has been obtained of about 2d. per lb. Finest show no alteration. Pak Lins have been in rather better request, and prices show a slight improvement. Amoy kinds have recovered ½d. to ¼d. per lb. Common to fair black-leaf have been more saleable at from 1s. 0½d. to 1s. 1½d., being rather higher prices. Fair to good medium have been more inquired for, and prices have ruled ½d. to 1d. per lb. higher. Good to fine Monings have also met with rather more demand, but only in excep-

tional cases have prices improved. The teas, per overland route, new make Congou, were sold in public sale from 1s. 4d. per lb. upwards. In old importations there has been some rally from the very low prices lately current. Oolongs: There is no new feature to notice, the demand being chiefly for teas for price. Souchongs and Flowery Pekoes show no material alteration, the demand for the former being limited. Scented Teas: Canton Capers show but little alteration, either in demand or prices. Foochow kinds are without change. Canton Orange Pekoes continue dull of sale at about former prices. Foochow kinds are still selling at the low rates last quoted. Uncoloured Japans show no material alteration. Green Teas: The supplies offering have exceeded the wants of the trade, whilst the export demand has been very limited, and the sales made have been at rather lower prices both for Moyune and Ping Suey kinds, the common sorts being best supported. In Canton make there is no alteration to notice.

The following is from Messrs. Shepard, Harrison, and Rehden's Circular:—There has been a better tone in the market the past fortnight, much less tea being pressed for sale; a few thousand chests of good common Congou have been taken on speculation; this, combined with a good trade demand, has caused an advance of ¼d. per lb., 1s. 1d. being to-day's quotation; preferable and medium show a like improvement, and prices for these grades have been so beaten down the last two months, there is good reason, now a favourable turn has taken place, to look for still further rise, more especially should coming advices from China, on the opening of season 1869-70, lead us to expect moderate shipments. A small public sale of 11,800 packages of China growth commenced yesterday, at which a portion of the late arrivals, per Overland, of new season's new-make Congou were offered without reserve, medium selling at 1s. 4d. per lb.; fine has not yet passed. There is no new feature to note relative to the export trade, which continues limited. Deliveries show great increase, no doubt helped by the low range lately current, and stand as follows:—

Home consumption for London	1869.	1868.
from 1st Jan. to 31st May	31,678,000	34,180,000
Export do. do.	17,243,000	10,510,000
Sent coastwise do. do.	14,900,000	14,301,000
	63,821,000	58,941,000

BLACK.—There has been a recovery of fully ¼d. per lb. for Dust and Siftings, in sympathy with a similar move in inferior flavory and Kaisow kinds; medium to fine Kaisow has been in better demand, and the few sales have been at improved rates. Imitation Kaisow, made from Tayshan leaf: For old leaf prices rule at a low standard; the new season's have been offered mostly at public sale. Black-leaf: Ordinary common to good common has been in small supply, ruling firm at 1s. 0½d. to 1s. 1d. per lb.; preferable to medium have been in more demand than for some time past, and improved prices have been paid, as also for medium to fine quality, though transactions have been of a limited nature. In Souchong and Oolong we hear of no sales. Scented Teas: Canton Orange Pekoe is the turn better. Capers: No change in price and sales few. Foochow Orange Pekoe has met with attention when offered at market rates.

GREEN.—Of the Dundonald's cargo, containing 7,000 packages, only a portion have been offered. Pinguey kinds have been heavy of sale; but Moyune, considering the crop is not up to an average, sell at full prices, though barely covering import cost. In Japan leaf there is nothing to report.

SILK.

There has been very little, if any, change in the market during the past fortnight, and the slight improvement in demand which we then advised as having taken place still exists, there being a small daily business for immediate wants, chiefly in Tsatlees and Japans, but an absence of general business until definite news of the result of the European crops arrive; up to the present time the advices from the South of Europe are, perhaps, a little more favourable than last season at this period, but there is, until the very latest stage of the worm's progress has been reached, so much uncertainty, that reports are of very little real value, and are liable to contradiction at any moment; there appears to be a general impression, however, that the total result will be a little better than last season. There is no change in quotations, which are mostly nominal as regards Maibash Japans, and re-Reels and Chinese Throwns. The deliveries, although small last month, are nevertheless fair, considering the quiet market which has existed; they were 4,062 bales in all.

Nothing new during the past fortnight in East India and China silk piece goods; the markets generally are very quiet; the deliveries of Bengal goods last month were fair, being 5,910 Corahs, 1,224 Chopahs, and 651 Tussores. The stock of Corahs is still large—41,267 pieces. The next public sales will be held on 7th July.

LONDON QUOTATIONS, JUNE 3.

CHINA.	Ordinary and Common.	Superior.
Tsatlee, No. 1	...	31s. 0d. to 31s. 6d.
" " 2	...	30s. 0d. to 30s. 6d.
" " 3	29s. 0d. to 27s. 0d.	28s. 0d. to 29s. 6d.
" " 4	28s. 6d. to 24s. 0d.	24s. 6d. to 25s. 6d.
Yuenfaa	28s. 0d. to 26s. 0d.	26s. 0d. to 28s. 0d.
Taynaam	19s. 0d. to 21s. 0d.	21s. 6d. to 24s. 6d.
Long Reel	18s. 6d. to 19s. 0d.	19s. 6d. to 20s. 6d.
Canton	14s. 0d. to 19s. 0d.	20s. 0d. to 21s. 6d.
Chinese Thrown	...	26s. 0d. to 28s. 0d.
JAPAN.		
Maibash and Shinshu	27s. 0d. to 30s. 0d.	32s. 0d. to 36s. 0d.
Ida...	23s. 0d. to 27s. 0d.	31s. 0d. to 33s. 0d.
Sodal	22s. 0d. to 24s. 0d.	28s. 0d. to 27s. 0d.
Oshiu	22s. 0d. to 27s. 0d.	30s. 0d. to 33s. 0d.
Koshu	22s. 0d. to 25s. 0d.	27s. 0d. to 30s. 0d.
Echizen	20s. 0d. to 22s. 0d.	23s. 0d. to 24s. 0d.
Mashu	20s. 0d. to 21s. 6d.	22s. 0d. to 23s. 0d.
Hatchoji	30s. 0d. to 22s. 0d.	None.

CORROX.—The Liverpool market continued to exhibit a dull tone until the 1st inst., when there was a material change. A considerable improvement in the demand from the trade stimulated speculators to action, and a material increase in the amount of business done was

the result. Holders were much less anxious to force sales, and prices were therefore not only steadier, but quotations were advanced ¼d. per lb. both on the spot and for arrival. The improvement has since made further progress, and, with a steady demand from the trade and some activity among exporters and speculators, prices have been further strengthened, and quotations further advanced ¼d. per lb., the current rates on the spot being as follows:—Surat, 6½d. to 11d.; Madras, 9½d. to 9½d.; Bengal, Scinde, &c. 7½d. to 8½d. Fair Dholerah, 9½d.; fair Oomrawuttee, 10d.; fair Broach, 9½d.; fair Bengal, 8½d.; fair Egyptian, 12½d.; fair Pernam, 12d.; middling Bowda, 11½d.; middling Orleans, 11½d. The latest sales for arrival have been:—Broach, good fair, March sailing, 9½d.; Dhollera, fair new merchants, ship named and June sailing, 9½d.; Oomrawuttee, fair merchants, ship named, 9½d.; ditto, March sailing, 9½d.; Scinde, fair new, February sailing, 8½d.; and Bengal, fair new merchants, shipment previous to 15th June, 7½d. The London market has also improved, there being a fair inquiry at higher prices.

COFFEE.—The depressed condition of the market for Ceylon Coffee noticed in our report of the 21st ult. became more marked after the departure of the mail, and prices continued to recede until a reduction of 1s. 6d. to 2s. 6d. per cwt. was effected. On the 2nd instant, however, increased supplies of colonial sorts were brought to auction, of which the Plantation kind met a better competition, and prices in some instances were rather higher; Native and other pale sorts sold on lower terms. Plantation Ceylon realised, for triage and ordinary, 40s. to 57s.; fine ordinary small, 63s. 6d. to 67s. 6d.; low middling, grey to coloury, 68s. to 70s. 6d.; middling coloury, 71s. to 76s.; good middling, 76s. 6d. to 80s.; good bold, 84s.; peaberry, 74s. 6d. to 85s. Native Ceylon sold, small at 50s.; good ordinary rather small at 55s. to 55s. 6d.

CINNAMON.—At the quarterly public sales, held on the 31st ult., 2,900 bales were offered, and nearly all sold; medium at 1d. to 3d. per lb. above last sales' rates, but fine and common sorts went at easier prices—low to superior, first sort, 1s. 9d. to 3s. 6d.; second, 1s. 7d. to 3s. 5d.; third, 1s. 4d. to 3s. 2d.; fourth, 10d. to 2s. 5d. Of 2,500 bags of chips offered about 1,000 bags sold at 2½d. for low course to 1s. 0½d. for fine.

CAMPHOR.—There have been no transactions of any importance since our last report.

JAPAN WAX.—The demand is very inactive.

MANILA HEMP.—The market exhibits a firm tone, with business to fair extent by private contract at £44 to £48 5s. per ton for common to good qualities. The sales at auction have been limited, at £47 10s. to £50 for fair and superior sorts.

PEPPER.—Black: Firm; of 3,000 bags Singapore at auction two-thirds sold at 3½d. to 4d. per lb., and of 997 bags Penang a large proportion sold at 3½d. White: Prices have suffered a further fall of 1d. per lb.; of 325 bags Singapore at auction half sold at 5½d., and of 369 bags Penang a few only sold at 5½d.

REUBARR.—The better qualities of China are scarce and firm; middling, 3d. to 4d. per lb. lower; ordinary, without material change. 78 chests sold at auction at 2s. to 3s. 7d. for good ordinary to middling, and 1s. 4d. to 1s. 6d. ordinary.

SEICES.—Cassia Ligna: Cheaper; 289 boxes sold at auction at 127s. to 131s. per cwt. for middling second and first quality. Budds: Nothing doing. Cloves: Transactions have been of some importance; of 82 cases Penang at auction about one-third sold at 10½d. to 10¾d. per lb. for good, with a single lot of fine at 1s. 1d. 1,543 bags Zanzibar sold at 3½d. to 3¾d. fair to good. Mace: Steady; of 16 cases Penang and 7 cases Batavia at auction, two-thirds sold at 1s. 11d. to 2s. 10d. per lb. for ordinary red to good reddish. Nutmegs: Steady; 21 cases Penang sold at auction at 3s. 2d. to 3s. 7d. per lb. for fair to good bold, and 1s. 1d. to 2s. 3d. low small to very good medium.

TERRA JAPONICA.—Cutch: Flat and cheaper; of 1,052 packages at auction a small portion only placed at 27s. per cwt. for good, at which price sales have been effected for arrival. Gambier: Fair enquiry for block at 17s. to 17s. 3d. per cwt.; limited business in Cubes at 22s. 6d. for very good pale; 4,572 packages at auction all retired.

TIN.—We have to report an improvement in the market for Straits, the demand being moderately active at an advance of £2 to £3 per ton on the rates current at the date of our last. The current quotations are:—Banco, £137; fine Straits, on the spot, £135 to £136; afloat, £130 to £132 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From.	At
May 18	Caractacus	Murray	Yokohama	New York
" 29	Geologist	Clarke	Bangkok	Deal
" 6	Evangeline	Ball	Yokohama	San Francisco
" 30	London Castle	Thyne	Singapore	Off Falmouth
"	Spencer	"	Java, for Amsterdam	Off Portland
" 31	Sebastopol	"	Do.	Nieuwe Diep
" 19	Rocket	Dill	Penang	Boston
June 1	Hesperus	Spring	Bangkok	Falmouth
" 1	Whitehall	Marsh	Do.	Do.
May 29	Sourabaya Packet	Rolf	Sourabaya	Texel
" 30	Nederlanden Oranje	Haasnoot	Batavia	Do.
" 30	China (str.)	Warsaw	H. Kong & Yokohama	Off S. France. H.
"	Carnarvonshire	Davies	Shanghai	Halifax, N.S.
June 2	Omba	Thomson	China	Deal
" 2	Sophie	"	Macao	Do.
" 2	Dartmouth	"	China and New York	Do.
" 2	Sarah Nicholson	Heffernan	Hong Kong	Queensdown
" 2	Sir John Laurence	"	Rangoon	Downa
" 2	James Paton	"	Penang	Do.
" 2	Lammermoir	"	Singapore	London

DEPARTURES.

Date.	Ship.	Captain.	For.	From
May 29	River Eden	Valder	Hong Kong	London
— 29	Pactolus	Smith	Singapore	Do.
— 29	Johanna	Verdun	Java	Rotterdam
— 29	Helvetia	Rema	Do.	Do.
— 26	Mikado	Liberry	Shanghai	Liverpool
— 31	Eastern Chief	Sewell	Nagasaki and Hogo	London
— 31	Wylo	Browne	Shanghai	Do.
— 31	Bristow	Harris	Do.	Do.
— 29	Mirella	Wood	Ceylon	Cardiff
— 31	Malacca	Dawson	Yokohama	Liverpool
— 29	Charlot of Fame	Murray	Hong Kong	Penarth
— 30	County of Naïrn	Bain	Batavia & Sourabaya	Glasgow
— 30	Anita	Thompson	Shanghai	Cardiff
— 7	Dolores Ugarte	Saul	Hong Kong	Key West*

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Hogo and Yokohama: Johanna Maria. For Yokohama: Crest of the Wave, Rockliff, Napier. For Osaka and Hogo: Sampan. For Chefoo: Princess of Wales. For Shanghai: Dilpusund, Devonport, Dundonald, Taunton, Elizabeth Nicholson, Eaglet. For Hong Kong: Geologist, Star of the North, James Shepherd, Ferndale. For Bangkok: Hampton Court. For Singapore: Panic. For Singapore and Penang: Rifle. For Singapore and Sarawak: Otter. For Colombo: Southern Cross, Elfin, Palestine. For Colombo, &c.: West Australian.

At LIVERPOOL.—For Yokohama: Ellaray. For Shanghai: Banian, Aracan, City of Agra. For Hong Kong: Petchellee, Florence Nightingale. For Singapore: Penrith, Naworth. For Batavia and Sourabaya: Perpetua. For Manila: Victoria, Doriga, Juliana, Amigos, Trinidad. For Mauritius, Penang, Singapore, Hong Kong and Shanghai, Diomed (str.). At GLASGOW.—For Yokohama: Diana. For Shanghai: Melrose Abbey, Laja. For Hong Kong: Marchioness of Londonderry. For Manila: Maria de C. For Singapore: Norham Castle. For Batavia and Sourabaya: County of Argyle. For Ceylon: Glenaray.

At NEW YORK.—For Shanghai: Morro Castle, Etha Rickmers, N. B. Palmer.

SPOKEN.

NYVERHEID (Dut. barque), Batavia to Rotterdam, April 21, 14 S., 7 W.
WILHELM FOHLMAN, Shields to Sourabaya, May 2, 4 N., 22 W.
STAR QUEEN, Colombo to London, May 14, 29 N., 88 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are without change; coal freights from the Northern outports still continue dull.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight or meat. To Nagasaki: 40s. weight, 50s. meat. To Hogo:

50s. weight or meat. To Tientsin: 60s. weight or meat. To Chefoo: 60s. weight or meat. To Shanghai: 85s. weight, 30s. meat. To Foo-chow: 50s. weight, 45s. meat. To Hong Kong: 85s. weight, 27s. 6d. meat. To Amoy: 50s. weight, 45s. meat. To Batavia: 25s. weight, 80s. meat. To Singapore: 80s. weight, 25s. to 30s. meat. To Ceylon: 20s. to 25s. weight, 20s. meat. At New York to China: \$12 to \$15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £44. For Shanghai: £44. For Hong Kong: £33. For Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. For Shanghai: £2 5s. For Hong Kong: £1 15s. For Manila: £1 10s. For Singapore: £1 5s. For Galle: £1 5s.

The Admiralty have invited tenders for the conveyance of small stores to Hong Kong.

MISCELLANEOUS.

At ST. HELENA.—April 12, Princes Amalia, Driest, from Banjoeng, and sailed 15 for Falmouth; 18, Omba, Thomson, from Macao, and sailed 19 for London; 22, Tek Li, Kier, from Penang, and sailed 23 for London; 23, Anne, Morrison, from Shanghai, and sailed for New York; Mexicana, Jeffries, from Saigon, and sailed 24 for Queenstown; 24, American Lloyds, Park, from Shanghai, and sailed for New York; Finzel, Hicks, from Bangkok, and sailed for Falmouth; Ymuiden, de Jong, from Banjoewangie, and sailed for Amsterdam; 25, Corypheus, Ross, from Singapore; 26, Xulla, Ward, from Padang, and sailed for New York; Petronella, Leicher, from Batavia; Doelwyk, Leverstein, from Batavia, and both sailed for Rotterdam; Hendrik Ido Ambacht, Byl, from Batavia, and sailed for Amsterdam; Modesty, Kerr, from Samarang, and sailed 27 for the Clyde; Palmerston, Seagrove, from Ceylon, and sailed for London; Loyola, Echevarria, from Manila, and sailed for Liverpool; 27, Jeanne and Joseph, Castro, from Hong Kong; Heimdal, Berg, from Probolinggo; 13, Sumatra, Montechiaro, from Sumatra, sailed for Gibraltar. Off St. Helena, April 14, Glendoveer, from Hong Kong, for New York; 23, Evangeline, from Saigon, for Falmouth; 24, Carnarvonshire, from Shanghai; 26, Star of Jamaica (barq.), from Singapore, and sailed for London.

A new feathering screw has been introduced by Messrs. Laird Brothers, of Birkenhead. They have patented an arrangement which has been put to a practical test in the Kathleen, a yacht constructed for the Marquis of Downshire, and the results obtained on trial are so far very satisfactory. It was found that with the screw feathered the yacht not only had a speed of 1½ to 2 knots more than with the screw fixed, but that she was more lively in coming round. It was thus clearly shown that the drag of the screw not only affected the speed through the water, but prevented the ship working so satisfactorily as she did when the blades of the screw were feathered fore and aft, and we look with interest for reports of further trials.

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Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

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ADEN	" " " "	" " " "
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GALLE	" " " "	" " " "
MADRAS	Saturday, June 5, 2 P.M.	Sunday, June 13, 7 A.M.
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PENANG	" " " "	" " " "
SINGAPORE	" " " "	" " " "
CHINA	" " " "	" " " "
JAPAN	" " " "	" " " "

Arrangements having been made with the British India Steam Navigation Company, Passengers, Cargo and Parcels are now booked through to any of the Ports touched at by that Company's Steamers. For full particulars as to Freight, Passage, and Insurance, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton. 122, Leadenhall-street, June, 1869.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.**THE PACIFIC MAIL STEAMSHIP COMPANY**

despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, 24th, and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA en route), thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG, on the 4th of every month. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.
Inman Line, leaving Liverpool every Wednesday.
National Line, leaving Liverpool every Wednesday.
Gulson's Line, leaving Liverpool every Tuesday.
Hamburg-American Line, from Southampton every Friday.
North German Lloyd's Line from Southampton every Tuesday.
And at Panama by the steamers of the
Royal Mail Line, from Southampton on the 2nd and 7th of month.
West India and Pacific Line, from Liverpool 5th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

For further particulars and through passenger rates apply to H. STARR and Co., Passenger Agents, Pacific Mail Steamship Company, No. 22, Moorgate-street, London.

**OVERLAND ROUTE VIA MARSEILLES.**

SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

23 January	For Alexandria, Aden, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai and Japan.
20 February	
15 May	
12 June	
9 January	For Alexandria, Aden, Seychelles, Reunion, Mauritius.
9 February	
9 March	
20 March	

9th, 19th, and 29th of every month for Alexandria. For Passage, Freight, and information, apply to B. W. and H. HORN, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Impariales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

* Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.**THE WEST INDIA AND PACIFIC STEAMSHIP COMPANY**

(Limited) sign through bills of lading for goods to Yokohama, Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steamship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

**COMPAGNIE GENERALE TRANSATLANTIQUE.**

8, Place Vendôme, Paris. FRENCH MAIL STEAMERS.

China, Japan, North and South Pacific, and Central America, via Panama.—Leave St. Nazaire on the 8th of each month, for Martinique, St. Maria (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

New Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

Rates of Passage from Havre or Brest to New York:—First class, 825f.; ditto, 700f. (according to cabin); second class, 425f.; third class, 275f.

From Paris to New York, via Havre or Brest, including railway ticket, 850f. and 725f. (according to cabin); second class, 440f.; third class, 285f.

Handbooks, with full details of all the routes of this Company, can be had of STAMMER, PEMBER, and Co., Agents 8, Austinfriars, London, E.C.

**ROYAL MAIL**

ROUTE, via PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked for the South Pacific, Central America, West Coast of Mexico, California, British Columbia, &c., &c. By steamer from Southampton on 2nd and 17th of each month.

For Japan and China, 17th of each month. For further particulars apply to M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Hong Kong	Star of the North	AA1	W.I.D.	With des.
Hong Kong	Corypheus	AA1	W.I.D.	To follow
Shanghai	Elizabeth	AA1	W.I.D.	June 19
Shanghai	Nicholson	AA1	W.I.D.	With des.
Hlogo and Yokohama	Jhne Marie	3-Rds L1	W.I.D.	With des.
Yokohama	Rockcliff	AA1	W.I.D.	With des.
Chefoo	Princess of Wales	AA1	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA AND JAPAN.

The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai	Dilpussund	AA1	E.I.D.	June 16
Ditto	Omba	AA1	E.I.D.	June 25
Ditto	Loudoun Castl	AA1	E.I.D.	To follow
Hong Kong	Jas. Shephard	AA1	W.I.D.	With des.
Ditto	Borealis	AA1	E.I.D.	To follow
Yokohama	Napier	AA1	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

BOMBAY, CALCUTTA, MADRAS, SHANGHAI, AND HONG KONG.

GELLATLY, HANKEY, SEWELL and CO. will despatch the following high-class SHIPS from the East India Docks, as under:—

Port.	Ship.	Class.	Tons.	To Sail.
Bombay	Burlington	AA1	652	June 9
Do.	Sir J. Lwno	AA1	1,090	July 5
Do.	Sallebury	AA1	1,118	To follow
Calcutta	Kg. Arthur	AA1	1,221	June 20
Do.	Clyde	AA1	1,151	July 5
Madras	Chalmers	AA1	694	June 20
Shanghai	Lammrinnur	AA1	1,054	June 20
Do.	Dartmouth	AA1	838	To follow
Hong Kong	Merse	AA1	628	June 25

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 27, Leadenhall-street, E.C.

JOHN C. CAMPBELL

will despatch the following splendid first-class VESSELS:—

Destinatin.	Ships.	Class.	Tns.	Dock.	Date of Sailing.
Colombo	Fort Regent	AA1	655	W.I.D.	June 25
Do.	Palmerston	AA1	855	W.I.D.	July 20
Malaba Coast	Robt. Jones	AA1	287	L.D.K.	June 20
Do.	Star of Jamaica	AA1	306	L.D.K.	June 30

No. 22, Great St. Helen's, E.C.

**BOMBAY DIRECT, first ship,**

the well-known clipper ship BUR LINGTON, At 12 years, 652 tons register, A. C. FORSS, Commander; loading in the East India Docks. This fine vessel presents a most desirable opportunity to shippers.

For Freight or Passage apply to GELLATLY, HANKEY SEWELL, and Co., 8, York-street, Manchester; or 27, Leadenhall-street, E.C.

Malabar Coast. To follow the Antipodes. Will meet with the usual quick despatch.

**DIRECT for COCHIN, CALI-**

CUT, MANGALORE, and CARRAR, the beautiful clipper ship, ROBERT JONES, At 12 years, 287 tons register; E. ELLIS, Commander; London Docks.

This splendid vessel offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BURGESS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Mates' Receipts must be left before bills of lading can be signed.

L. H. and B. will not be responsible for demurrage on craft sent alongside without their instructions.

N.B. Shippers are particularly requested to have the Port for which the Goods are intended distinctly marked on the packages, to prevent delay and confusion on delivery.

To follow the "Ocean Rover." Will meet with the usual quick despatch.

**DIRECT for COLOMBO, the**

splendid clipper ship FORT REGENT, At 10 years, 655 tons register; LEWIS OLSEN, Commander; West India Docks. This favourite vessel is well known in the Colombo trade for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BURGESS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Steam from London to Shanghai direct. To sail punctually on the 28th of July.

**FOR SHANGHAI, the**

splendid new composite full rigged steam clipper ship OBERON, At 16 years at Lloyd's, 1,200 tons register, 300-horse power; JOHN KEAY (late of the ARIZ), Commander; East India Docks. This fine ship, built expressly for the China trade, combining all the latest improvements of the fastest clippers, with the addition of the best description of marine engines, offers a most favourable opportunity to shippers of fine goods. The passage to Shanghai is expected not to exceed 75 days.

For Freight only, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To sail on the 15th June.

FOR SHANGHAI, the Splendid Clipper Ship, DEVONPORT, At 18 years, 1,188 tons register; THOMAS S. KENNEDY, Commander; East India Docks. This beautiful ship presents a favourable opportunity to shippers of fine goods, and has superior accommodation for Passengers.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To sail punctually on the 1st July. Last shipping day 29th June.

**FOR SHANGHAI, the cele-**

brated Clipper Ship, LAUDERDALE, At 15 years; 851 tons register; G. MOODIE, Commander, East India Docks.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship. With quick despatch.

**FOR HONG KONG, the splen-**

did Liverpool-built Clipper GEOLOGIST, At 13 years, 851 tons register; M. CLARKE, Commander; East India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With immediate despatch.

**FOR YOKOHAMA (ANA-**

GAWA) Direct, the well-known Clipper Ship CREST OF THE WAVES, At 13 years, 776 tons register; ALEX. C. STE, Commander; loading in the East India Docks. This splendid vessel is noted for her rapid passages, and discharging cargo without damage.

For Freight or Passage, apply to A. Wright and Co., 3, Great St. Helen's, E.C.; or to MORRIS and JORNA, 60, Cornhill, E.C.

THE CHINA & JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels.

The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

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Printed for the Proprietors by RICHARD KINDEE, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, COWPER'S-COURT, CORNHILL, in the parish of St. Michael's, in the City of London.—Monday, June 7, 1869.